GLENN POOL STATISTICS ON PAGES 7 AND 8

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NOW PUMPING OIL TO TEXAS

The Texas Company Running Glenn Crude Through Its Eight-Inch Line to Sherman, and Service to West Dallas Will Shortly Be Inaugurated — Gulf Pipe Line Company Making Final Tests Between Chambers, I. T., and Lenoir, Texas, Preparatory to Pumping Territory Oil to the Gulf Coast. Gross Runs From the Glenn Pool in August Estimated at 2,635,000 Barrels, or 85,000 Barrels a Day—Field Statistics for August—Developments at Morris of Minor Importance—Extension of the Glenn Pool to the Northwest Continues—New Wells at Muskogee.

SOUTHWESTERN OIL DEVELOPMENTS.

The principal item of interest in the Southwest is the completion of a 5000 barrel well at Jennings, La. Full particulars of this development will be found under the head of Texas and Louisiana Summary on page 9.

The Texas Company is now pumping oil through its eight-inch trunk line from the Glenn pool, I. T., to Sherman, Tex., and will be running through to Dallas within a few days. The Gulf Pipe Line Company is completing the final tests on its eight-inch trunk line south of Chambers, I. T., and will be pumping Glenn crude to the Gulf Coast early in the present month.

TULSA, I. T., September 1.—(Special.)—The Texas Company is pumping oil through its 8-inch trunk line to Sherman, Texas, and in a few days will be pumping through to West Dallas. Sherman is about 200 miles south of Tulsa. The stations on The Texas Company's line south of Tulsa are: Henryetta, Stuart, Armstrong, Sherman, West Dallas, Corsicana and two between Corsicana and Humble, the exact locations of which remain to be selected. Two 37,500-barrel steel tanks have been erected at each station between Tulsa and West Dallas, and these have been filled, with the exception of the Sherman tanks, which are now receiving oil. At West Dallas there are twelve 37,500-barrel tanks. The length of The Texas line in Indian Territory is about 170 miles. From Red River to Dallas the distance by the pipe line route is about 100 miles. From Dallas to Humble the line will be about 200 miles in length, making a total length of 470 miles.

The Gulf Pipe Line Company has been running oil through its line from the Glenn field to Chambers, the next station south, located near South McAlester. The division between Chambers and Lenoir, the first station in Texas, is being tested, and when it is ready for oil the Gulf people will start Glenn crude to Sour Lake and Port Arthur. Very little remains to be done to put the line in shape for the through service, which will be inaugurated within a few days.

The Gulf Company's runs of Glenn crude in August amounted to 18,000 barrels a day, or 558,000 barrels for the month, which is the largest quantity yet handled by this company in a similar period. Its rail shipments from Kiefer to Port Arthur in August exceeded 100,000 barrels. The Texas Company ran 12,000 barrels a day, or 372,000 barrels during the month. This company shipped 45,000 barrels by rail from Lefebre to its station south of Beaumont, where it was delivered to the Port Arthur pipe line. The runs of the two Texas concerns amounted to 930,000 barrels, or 30,000 barrels a day. Exact figures as to the runs of the Prairie Oil & Gas Company from the Glenn field are not available, but are estimated at about 35,000 barrels a day. The Prairie Company completed 280,000 barrels of tankage at Jenks in August and shipped about 275,000 barrels of Glenn crude to Texas, making a total of 555,000 barrels of oil accounted for, or nearly 18,000 barrels a day. The remainder went through pipe lines to the northern stations. Private steel tankage to the amount of 820,000 barrels was completed by producers in the Glenn field in August. It is safe, therefore, to estimtae the runs into producers' storage at 620,000 barrels for the month, or 20,000 barrels a day, making the total runs of Glenn crude in August 2,635,000 barrels, or at the rate of 85,000 barrels a day. The estimate of gross runs in July was about the same.

TEN MILLION BARRELS OF GLENN CRUDE IN STEEL TANKS.

Thirty-five steel tanks, having a gross capacity of 1,475,000 barrels, were completed in and about the Glenn field in August, 16 with a combined capacity of 655,000 barrels being built by the pipe lines and 19 with a combined capacity of 820,000 barrels being erected by producers. For the first time producers completed more tankage than the pipe lines. The record for July was 32 tanks with capacity of 1,280,000 barrels by pipe lines and 9 with capacity of 437,500 barrels by producers, giving a total of 41 tanks with combined capacity of 1,717,500 barrels. In August the construction of steel tankage averaged 47,581 barrels a day, of which producers are credited with 26,452 barrels and pipe lines 21,129 barrels. The July average was 55,403 barrels a day, of which the pipe lines were credited with 41,290 barrels and producers 14,113 barrels. The decrease in capacity of tankage constructed in August as compared with July was 242,500 barrels. Steel tanks to the number of 85, with a gross capacity of 3,722,500 barrels have been ordered by Glenn pool operators, over 1,000,000 barrels of this tankage now being under construction. Of the total contracted for the pipe line companies are to build only 700,000 barrels, while producers, who are displaying great activity in their efforts to secure facilities for storing their oil, will build the remainder. The pipe line companies operating in the Glenn pool have built steel tankage with a gross capacity of 7,000,000 barrels in and near the field. Of this quantity the Prairie Oil & Gas Company is credited with 3,850,000 barrels, located at Jenks, the Gulf Pipe Line Company 2,025,000 barrels, mostly in the field, and The Texas Company 1,125,000 barrels, mostly at Clinton farm, north of the field. Producers have built to date 72 steel tanks, having a capacit yof 3,087,500 barrels, which, added to the tankage constructed by the pipe line companies, makes the total capacity of steel storage in and near the Glenn pool 10,087,500 barrels. It looks now as if there will be fully 15,000,000 barrels of Glenn crude in steel storage in and near the field by the end of the year.

DETAILS OF STEEL TANKAGE CONSTRUCTION.

At Jenks, the Prairie Oil & Gas Company fell somewhat behind its usual record in August, because of the lack of material, adding only eight new tanks to the group of 102, each of 35,000 barrels capacity, which had been completed up to August 1. The Prairie Company built one new 35,000 barrel tank at Morris, and now has two there of 35,000 barrels capacity each. This company also finished one 35,000 barrel tank at Muskogee, and now has two there. The Gulf Pipe Line Company had ten 55,000 barrel tanks at its Tiger farm on August 1, and finished five more of the same capacity in the month so that there are now 15 at the Tiger farm, with a combined capacity of 825,000 barrels. The Texas Company completed no new tanks at Clinton farm in August, but has ordered six of 37,500 barrels capacity each and commenced four new ones during the month. These will be ready for service by October 1. This company's big earthen reservoir near Mounds has been completed and oil is now being run into it. The Selby Oil & Gas Company had completed up to September 1 on its various leases in the field five 35,000 barrel tanks, two 55,000 barrel tanks and four 37,500 barrel tanks, giving a combined capacity of 435,000 barrels. The Selby Company has under construction one 35,000 and four 37,500 barrel tanks. W. H. Millikin had six 55,000 barrel tanks completed at Mounds August 1, and finished no new ones last month, but has three approaching completion. He has been delayed by the non-arrival of material. The Heywood Oil Company finished one 37,500 barrel tank in August and has grades ready for three others. The Oklahoma State Oil Company has contracted for five tanks each of 55,000 barrels capacity, and has grades ready for two. The Vicmar Oil Company finished one 35,000 barrel tank in August and will build two more of the

same capacity. The Eastern Oil Company has contracted for five 37,500 barrel tanks, and will commence construction at once, some of the grades being now ready. The Winona Oil Company will build one 37,500 barrel tank. Robert Galbreath completed two 37,500 barrel tanks in August and has one more under construction. E. V. V. Franchot completed two 35,000 barrel tanks in August and has one under construction. He is to have a group of five, all of 35,000 capacity. The Mountain Oil Company has commneced a group of six 55,000 barrel tanks, and completed one in August. The Indiana Oil & Gas Company completed two 55,000 barrel tanks in August and now has a total of five. The Gulf Oil Company finished the first of its group of 20 55,000 barrel tanks on the Ricketts farm, and has seven under construction. Hammett & Gillespie have contracted for four 37,500 barrel tanks and one of these is well advanced. The Galbreath Oil & Gas Company had one 55,000 barrel tank completed on August 1, and completed two last month, making three altogether and one under construction. The Holdenville Oil Company completed one 55,000 barrel tank in August and has grades ready for two. The California and Colorado Oil Company completed one 35,000 barrel tank in August and has one under construction. In addition to the tanks it is constructing at Tiger farm, the Gulf Pipe Line Company is putting in two at Watkins pumping station, each of 25,000 barrels capacity. One of these is finished and the other is under construction. The same company completed two 37,500 barrel tanks at Chambers, the first pumping station on its eight-inch trunk line south of the Glenn field. Argue & Compton have contracted for three 35,000 barrel tanks to be erected on their lease in section 7. The bottom of the first has been laid. W. S. Mowris has ordered five 35,000 barrel tanks, the first one being under construction. The Associated Producers Company has ordered one more 35,000 barrel tank.

RAIL SHIPMENTS SOUTH FROM THE GLENN FIELD.

Rail shipments of Glenn crude to Texas points in August showed a slight increase as compared with the record for the previous month. The Prairie Oil and Gas Company loaded 860 cars at Jenks, containing 200,000 barrels of oil consigned to the Security Oil Company at Beaumont, and 340 cars at Kiefer, containing 75,000 barrels of oil for the Corsicana Refining Company at Corsicana. The Gulf Pipe Line Company shipped 100,000 barrels, an average of 3,226 barrels a day, from its rack at Kiefer to the Gulf refinery at Port Arthur. The Texas Company moved 215 cars containing 45,000 barrels, consigned to its refinery at Port Arthur. The Heywood Oil Company shipped 32,000 barrels from Heywood switch to Texas points, some of it being loaded for the Higgins Oil and Fuel Company and some for the Rio Bravo Oil Company, the latter company handling the Southern Pacific's fuel oil business. G. W. Barnes has not yet commenced to make rail shipments. His loading rack below Kiefer is ready, but his discharge lines are not yet connected up. W. H. Millikin, who sold 100,000 barrels to Texas people, has finished his loading rack at Mounds, but no cars have yet arrived.

GLENN CRUDE SUITABLE FOR FUEL USE.

Conflicting statements have been made as to whether Glenn crude is suitable for fuel use without being treated. It has been positively asserted that on account of its light qualities it can not be burned in locomotive furnaces or under stationery engines without great danger. Experiments made by the Southern Pacific Railroad bear out the contention that fresh oil from the Glenn wells, on account of the low flash, is not safe for fuel use, but it has been definitely determined that after the Glenn product has stood for 45 to 60 days it is suitable for fuel and as such it is now being used on the locomotives of the Southern Pacific in Texas. The railroad company made a thorough test of the matter, and the best evidence that it believes the Glenn crude is all right for its purposes is found in the fact that it has purchased 300,000 barrels of this oil —200,000 barrels from the Gulf Pipe Line Company and 100,000 barrels from the Heywood Oil Company.

Deliveries of Glenn crude are now being made to the Southern Pacific (Rio Bravo Oil Company) at Kiefer, and the oil is coming to Texas. It is being obtained from the ground storage reservoirs of the Oklahoma State Oil Company and McFarland, Chatham & Gooch. R. S. Stephens, purchasing agent for the Southern Pacific Company, has spent much time in and near the Glenn field lately. One result of his observations, and the experiments made by his company, is a change in the method of testing crude intended for fuel use. Heretofore the oil has been bought according to gravity. Glenn crude is accepted on flash test, the requirement being 110 degrees or above. Oil that tests less than 110 flash is not accepted. Much of the Glenn crude, which is stored in earthen and wooden tanks on the field, is acceptable under the test. From this time on, the Southern Pacific will be a heavy user of Glenn crude.

The shortage which exists in the Gulf Coast output has caused the price of Texas and Louisiana fuel oil to stiffen, until it now ranges from $1.05 to $1.20 on cars. Glenn crude may be bought at 45 cents on board cars, and the freight rate to Texas points is only 46.2 cents a barrel. As the Southern Pacific lines extend to the Red River, it gets a liberal division of the freight, and it is therefore much cheaper for it to buy Territory crude for certain of its lines tnaa to use Gulf Coast crude.

THE DRY WEATHER CONTINUES.

The Tulsa district had two days of rainy weather about the middle of August, but the entire precipitation probably amounted to not more than half an inch, which was enough to cool the air and give some temporary relief, but not enough to increase the water supply in the oil fields. Conditions have been growing worse daily in the Glenn field and the effect is seen in the decreased number of wells drilling. Several of the good water wells in the field have failed, among them being that on the Beacon lease. Captain Tyrrell's well on the Robert Pitman, Jr., tract in section 7 has gone to sulphur and is unfit for use. On the Indiana lease near the center of the field is a fine well, but it supplies more than a hundred people and has begun to fail. Ice at Kiefer has gone up to $2 a hundred and little is to be had at that figure. Pole Cat Creek that has been supplying the field with water for horses and for drilling is almost dry.

BASS AND BOWLES WELL SHOT.

The sand on the Bass & Bowles lease, north half of the southeast quarter of section 9, is very hard. Twelve wells have been drilled on this lease and they have declined rapidly. Gas gave much trouble in nearly every case. William J. Brown, the contractor, has been a strong advocate of shooting as a remedy for the situation. It was determined to make the experiment on No. 16, one of the first wells brought in and situated on the west line near the northwest corner. This well showed for less than 100 barrels when it came in and had dropped down to 30 barrels. A shot was put in Saturday afternoon, August 24, consisting of 200 quarts of nitro-glycerine. There was a strong flow of oil and gas and the men did not get the well under control until the next day, when the gauge showed the well to be making about 500 barrels. The experiment seems to have been a gratifying success and all the other wells will probably be shot. In this manner the aggregate production, it is hoped, will be brought up to 3,000 or 4,000 barrels a day. All the lines of the Bass and Bowles lease have been drilled except the north line, where there is still room for four or five locations.

GLENN POOL EXTENSIONS.

Glenn Pool extensions to the west, northwest and north are being recorded constantly. The west extension begins in section 20-17-12, where the Harmon Oil Company has recently completed its No. 4, on the Mary L. Huffstetter quarter section. This well is making 600 barrels. The Frisco railroad runs through this quarter, and it is just south of the town of Kiefer. The sand here is 100 feet thick and the indications are highly favorable for operators who are to drill still farther west. In the same section just north of the Harmon Oil Company's lease, is that of the Hazel Oil Company on the Hazel Wills 40 acres. The Hazel Company has recently brought in its No. 2 well, which is making about 400 barrels with about 60 feet of sand. T. T. Godfrey has drilled three wells on a small tract just north of the town of Kiefer in section 18. His No. 3 is in deep sand and making about 400 barrels. Still farther north, the Oklahoma State Oil Company has four wells in, all of them making a good showing. Argue & Compton on the Lucinda Pitman tract, southwest quarter of section 7, have drilled four wells, all of them good producers. No. 4 was drilled in Monday, August 26, and made 1,000 barrels at the start off. It is the offset to the 1,200 barrel well drilled in some time ago by the Oklahoma State Oil Company. The Heywood Oil Company, on the Robt. Pitman, Jr., 72½-acre lease in the northwest quarter of section 7, has four producing wells, good for about 300 barrels each, and four wells at the sand, which will be drilled in at once, now that the Heywood Company has completed a 37-500 barrel steel tank. The Benson well brought in last month on the northeast quarter of section 12-17-11, just across the line from the Heywood Oil Com-

pany's wells, in section 7-17-12, started off at 500 barrels, and is now making 250 barrels. Still farther north, on the southeast quarter of the southwest quarter of section 6, Captain Tyrrell for the Heywood Oil Company has drilled in one well on the Hengst tract, and has a 400 to 500 barrel producer. He has one other well drilling on the east line of the lease and a rig up for a third about the center of the south line. This marks the extreme northwest development of the pool. The sand at this point is 58 feet thick, and indications are favorable for a considerable extension of the field from this point. On the Virgie Childers tract in the southeast quarter of section 6, immediately east of the Heywood lease, A. W. Shulthis has one well in, good for 500 barrels, one will drilling and a rig up for a third. In the same section, but still farther east on the Drew tract active work is in progress. The Kansas & Oklahoma Oil Company has two wells in, good for 300 barrels each, and two drilling. They also have locations for six others and rigs are now being erected. The Lafayette Development Company is operating just south of the Kansas & Oklahoma Co., and has one well in, good for 300 barrels, one well drilling and a rig up for a third. Shulthis & Berry, north of the Kansas & Oklahoma Company, have one well in and rigs up for two. Still farther north on the Sam Poloke 80 acres, composing the north half of the northeast quarter of section 6, Hull & Reese have a rig up for a test well. On the west side of section 5-17-12, adjoining section 6, on the east, some very fine wells are being brought in. The Reese Oil Company, on the Lucy Poloke tract, southwest quarter of section 5, have four wells producing and rigs up for three others. Their No. 4 was a gas well and they drilled into the sand 60 feet, and it is now making 600 barrels of oil per day.

Important test wells are drilling on the south, on the west and on the north of the Glenn field. The Vicmar Oil Company recently completed a well on the Carl Berryhill tract in the center of 28-17-12. This is considerably south of anything else in the field. The well came in fairly strong, but soon dropped off to 25 barrels, at which it is now holding. The Vicmar Company will drill additional wells on this tract with the hope of finding something better. Coming around to the west side of the field, a rig is up on the west edge of section 18-17-12. This belongs to the Mountain Oil Company, a subsidary concern of the Holdenville Oil Company. It is on the east side of section 18 that the Oklahoma State Oil Company is getting heavy production. If the Mountain Oil Company well comes in all right it will prove up a large area of new territory. On the north side of the field Hull and Reese are drilling on the Sam Poloke land, composing the north half of the northeast quarter of section 6-17-12. This is a little south of a dry hole drilled by the Sagamore Oil Company some time ago. It is at least half a mile north of any proven ground in the field. In section 32-18-12 the Kansas-Oklahoma Oil Company is drilling on the Ethel M. Churchill tract, while A. W. Shulthis is drilling on the Dora Ellen Parks tract on the northeast quarter of the same section. In section 34, still farther east the Deming Investment Company is drilling on the Martha Holanta tract.

C. E. BARRETT BUYS INTEREST IN THE CROSBIE LEASE.

When A. Miller Hammett went to Houston last month to close a deal with J. M. Abbott for the sale of the Hammett & Gillespie lease in section 7, Glenn pool, he met C. E. Barrett of that place, who opened negotiations for Captain C. H. Hammett's 26 2-3 per cent royalty in the famous Crosbie lease of the Jacob Anderson homestead in sections 8 and 9. Mr. Barrett deposited $5,000 as a guarantee of good faith and came home with Mr. Hammett. The deal was closed August 20, Mr. Barrett paying cash or its equivalent to the amount of $160,000 for the interest. It is one of the largest cash deals ever made in Glenn field property. The original royalty going to Captain Hammett on the Crosbie lease was 40 per cent, but he sold 13 1-3 per cent three months ago to the Gypsy Oil Company for $33,333.33. The present sale involves the transfer of the stock of the Hammett Oil Company, which Captain Hammett had organized to receive the royalty on the Crosbie lease. Mr. Barrett becomes the new president and John F. Woofter, who has come here to represent Mr. Barrett, becomes the new secretary. The sale dates from midnight of August 14. The production of the lease is now about 6,500 barrels a day, so that Mr. Barrett's 26 2-3 per cent is worth in the neighborhood of $700 a day, or about $21,000 a month. Mr. Barrett is known in Southeastern Texas as the father of the Humble field. He was the first to drill there, having commenced a well in March, 1904. Subsequently he became the recipient of royalties from a number of leases in that field that paid him handsomely.

THE TEXAS COMPANY'S CLINTON TANK FARM.

The Petroleum Iron Works Company, of which Henry Houze is local representative, has obtained a contract to build six additional 37,500-barrel steel tanks for The Texas Company on the Clinton tank farm, south of Tulsa. There are now 26 tanks of the same capacity completed and full of oil at the Clinton farm, which is the starting point of The Texas Company's 8-inch pipe line to Texas. A visit to this farm will give the tenderfoot a pretty good idea of how Glenn crude is handled, stored, pumped and shipped by one of the big companies. Things have a very systematic and orderly appearance.

The supply depot is at the southeast corner of the grounds and is at the terminus of a spur track from the Midland Valley Railroad. A loading rack is just south of the supply depot. Here are strung along every day the tank cars to be loaded for points in Texas to which The Texas Company is shipping. Machinery to equip the new pumping station to be located here has already began to arrive and is being unloaded. All the boilers have come and some of the pumps. The pumping station is to be located a little northeast of the supply depot and east of the tank farm. The buildings are to be of concrete blocks and the blocks are being made on the ground. These are being piled up in long rows and when finished can be placed in the walls of the building very rapidly. The structure is to be of the most substantial and enduring character. This and the tank farm will be one of the show places of Tulsa. The drive from town leads across the muddy Arkansas River and then over into the valley beyond. The farm lies south of the Tulsa bridge about two miles, between the banks of the river and the foot of a high wooded ridge, on which is situated the town of Red Fork, celebrated as being the place where oil was found before the discovery of the big Glenn pool, and which led up to that event. Clinton farm takes its name from Lee Clinton, a man of Indian blood, who sold the place to The Texas Company and who once lived there. In fact, it was his old family homestead. He is now cashier of one of the principal banks in Tulsa and is one of the city's leading citizens. Clinton farm was one of the finest homesteads in the vicinity of Tulsa, it having a beautiful combination of timber and prairie and being quite level. The farm was in wheat when purchased by The Texas Company and the crop is said to have been a big one. However, the crop of thirty-two tanks of oil that this land will soon bear will be worth a great deal more than the wheat that could have been grown on it in many years.

TRAMP CAUSES FIRE IN THE GLENN FIELD.

Early Friday morning, August 30, a tramp sought the cool side of a 1,600-barrel tank belonging to the Quaker Oil and Gas Company and proceeded to make a fire on which to cook his breakfast. He was better equipped than most tramps and had something to cook and something to cook with. The waste oil caught fire and the tank was soon enveloped in flames as well as the one of same capacity next to it. Both were completely destroyed. A great cloud of smoke arose and floated off to the west. It could be plainly seen from Tulsa and caused some uneasiness, because everything in the field is as dry as tinder. This makes the second loss by fire that has befallen the Quaker Company. One of its steel tanks containing 35,000 barrels of oil was struck by lightning and destroyed several months ago.

BASS GETS ANOTHER WELL AT MORRIS.

T. H. Bass completed a dry hole at 1,700 feet on the Sumsey allotment comprising the west half of the northeast quarter of section 33, about 2,500 feet south of his producing wells in the northeast quarter of section 28. His No. 1 on the McCrory land in section 28 is doing about 300 barrels, and his No. 2, completed on August 31, is flowing by heads and making 30 barrels an hour. The Prairie Oil & Gas Company has one 35,000-barrel tank full of oil at Morris and has completed a second tank of the same size, into which oil is now being run. Two more 35,000-barrel tanks are under construction on the Prairie farm. Bass is running his surplus oil into a 10,000-barrel earthen reservoir on his lease in section 28. Devonian No. 2 on the Nimrod Doyle land, southeast quarter of the northwest quarter of section 28, and the Brown Oil & Gas Company's No. 2 on the L. J. Baker northwest quarter of section 28, are to the sand and will be drilled in this week. Bass has located two more wells on his McCrory lease.

The Skelton test on the Cinda Wiley, east half of the southeast quarter of section 29, is dry. D. R. Beaty drilled a dry hole on the west half of the Cinda Wiley last month. McKallip and others are drilling in section 27 and the Test Oil Company (Moran) is to the sand in the No. 2 on the Wright Moore, northwest quarter of section 32. Dr. Skelton is drilling on the west side of the Morris townsite and Hardenburg & Hare are drilling a test in section 2-13-13, northwest of Morris and about five miles east of Okmulgee.

A NEW WELL AT MUSKOGEE.

The Syracuse Oil Company has brought in a well at Muskogee that is making 75 barrels. It is on the Sarah Perryman tract in the southeast corner of the southwest quarter of section 8-14-18, and is one mile west and one mile south of the Creek No. 1 that has been making 250 barrels since it was brought in last March. The new Syracuse well is owned by the same people who own the Creek well. The Muskogee field has been very puzzling to operators, as many dry holes have been drilled there. This new well is in new territory and other wells will doubtless be drilled near it. It is a mile south of 120 acres of land owned by J. E. Crosbie, the well known Glenn field operator. There are now three producing wells in the Muskogee field. The Success No. 1, making 75 barrels, the Creek No. 1, making 250 barrels and the Syracuse No. 1, making 75 barrels, a total of 400 barrels.

RECALLING THE SHUT-DOWN OF 1887.

Some curiousity has been aroused by an editorial in the Oil City Derrick of August 29 on "Mid-Continent Oil Statistics." After calling attention to the fact that the runs and deliveries of the Prairie Oil and Gas Company for the first 21 days of August showed the difference between the runs and shipments to be 38,000 barrels a day, or at the rate of over a million barrels a month, the Derrick says:

> The stocks of the Prairie Oil & Gas Company on August 1 were 27,385,541 barrels, which was a gain of 813,523 barrels over those for the 1st of July. The receipts by the other lines in the mid-continent oil fields will doubtless swell the runs for August to 150,000 barrels a day. During June and April, the pipe line runs exceeded 100,000 barrels a day. The runs for July averaged 98,493 and the shipments 75,615 barrels a day. The stocks are rapidly approaching the mark reached in the Eastern oil fields twenty-five years ago, and which ultimately brought about the general shut-down of 1887.

The closing sentence of the foregoing has a somewhat ominous ring to it, but operators hardly believe that it was intended as a prophecy of what might happen in the Mid-continent field. With two new pipe lines taking care of 28,000 to 30,000 barrels of oil and with the Prairie handling over 100,000 barrels a day the situation, as old operators recall it, is very different from that which existed in 1887.

OPERATIONS AT WEWOKA AND IN SOUTHERN INDIAN TERRITORY.

It was incorrectly stated in the last number of the Journal that the Chupco Oil Company had a fishing job on its well in the Wewoka field. The facts are that the rig was shut down on account of lack of water, and delay in receiving pipe. A separate water well was drilled and work is now progressing, the 8 1-4 inch casing having been set at 850 feet, shutting off all the water above that level. The Wewoka Realty & Trust Company has a fishing job on the well which it is drilling near the producing well owned by the same company. The production of the latter well is given as 110 barrels of 29 gravity oil. It is also making about one-half million feet of gas. A test well is starting six miles northeast of Wewoka and another one mile east of Holdenville. The Okindian Gas Company's No. 1, on the Tennant farm, four miles northeast of McAlester, is 1,950 feet without a showing. The drill penetrated seven feet of coal at 1,350 feet. The South Canadian Oil & Gas Company's test near McAlester is 2,665 feet deep, and two feet in sand, with gas showing from bottom of the hole. This well has a fishing job, but the drillers expect to get it cleaned out and drill in this week. The Swastika Petroleum Company is said to be preparing to drill on its holdings 10 miles south of Morris, and a test is to be started near Flat Rock, P. O., also one near Calvin in the Choctaw nation.

TO VOTE ON THE CONSTITUTION THIS MONTH.

On September 17 the people of Indian Territory and Oklahoma are to vote on the new constitution. If it is adopted and the President approves it, statehood will result. When Secretary of War Taft was in Oklahoma City a few days ago he said if he were a citizen of Oklahoma he would vote against the constitution and then gave his reasons, which were chiefly of a political character. The remarks of Secretary Taft had weight, not only because he himself is a man of great influence, but because it was thought he was foreshadowing the action of President Roosevelt when it comes to his passing on the constitution after its adoption. This caused general alarm, as the people want statehood above all else and for this reason many will vote for the constitution who do not approve of it in all its parts. As soon as Secretary Taft saw the interpretation placed on his address he hastened to say that he was in no sense speaking for the President and that as a matter of fact he did not know what the President would do as to the constitution if the people of Oklahoma and Indian Territory voted for it. The Democrats appear to be largely in the majority in Indian Territory and Oklahoma, and there is almost sure to be a majority in favor of the constitution. More than that, many Republicans will vote for it because of their anxiety to secure statehood. The present condition is especially obnoxious to the people of the Indian Territory, where no provision whatever has been made for public education.

NOTES.

Some of the late arrivals from Texas are: Hal W. Greer, Randall Silverman, Al Hamil and Perry Wiess of Beaumont; J. M. Abbott of Seguin, Walter Binyon and Mike Mitchell of Houston and George W. Armstrong of Fort Worth.

The Prairie Oil and Gas Company's runs from the mid-continent field from August 1 to 21, inclusive, amounted to 2,298,499 barrels, an average of 109,452 barrels a day. Shipments during the same period amounted to 1,499,375 barrels, an average of 71,399 barrels a day. The quantity tanked was 799,124 barrels, an average of 71,399 barrels a day.

Huckleberry & Sheets have completed a producing well on the Martha Washington farm, center of section 9-14-18, about 400 feet east and 150 feet south of the Creek No. 1, at Muskogee. The sand was found at 1,735 feet, and the well looks good for 150 to 200 barrels, flowing natural. A dry hole was drilled 150 feet east of it, another 300 feet southeast, another southwest and still another west of it, all within a radius of less than a quarter of a mile.

J. R. R.

THE TEXAS COMPANY POSTS PIPE LINE RATE FROM GLENN POOL TO DALLAS.

The Texas Company on August 24 posted its first interstate pipe line tariff, fixing a rate of 25 cents a barrel for the transportation of crude petroleum from the Glenn pool, I. T., to West Dallas and Eleanor, Tex., effective September 1. West Dallas is the Texas Company's North Texas storage and distributing station, being located six miles west of the city of Dallas. The company has a 270-acre farm at this point on which it will shortly have completed twelve 37,500-barrel steel tanks, affording storage for 450,000 barrels of oil, a refinery or separating plant at which the heavy ingredients of Glenn crude will be run off and sold to fuel consumers, and a pumping station on the main eight-inch trunk line, which is to be extended south to Humble, where it will join the company's existing pipe line system, leading to The Texas Company's refinery and docks at Port Arthur. Eleanor is a station on the Dallas division of the Gulf, Colorado & Santa Fe railroad, ten miles south of Dallas. This division of the Santa Fe extends from the main line at Cleburne northeast to Dallas and Paris, Tex. At Paris it joins the Frisco's Paris-St. Louis line. A loading rack has been erected at Eleanor and shipments of Glenn crude, delivered through The Texas Company's line, will be made from this point by Tank car. The Texas Company has been shipping Glenn crude from the field to its Port Arthur refinery in tank cars. With its Indian Territory pipe line in operation this month, it will load the Glenn oil hereafter at Eleanor and deliver it to Saratoga, where it will be received into the company's pipe line, extending from that point to Port Arthur. This will cut the present long rail haul from the Glenn field nearly in two, and will make possible the handling of shipments over one line of railroad to their destination, instead of over two as before.

The Texas Company's tariff is the first issued by a Texas company in accordance with the new rate law which makes pipe lines doing an interstate business subject as common carriers to the provisions of the interstate commerce law, and to the supervision of the Interstate Commerce Commission. A copy of the tariff was filed with the Interstate Commerce Commission at Washington. The Gulf Pipe Line Company will file its tariff in the near future. As yet this company is making no deliveries. The trunk lines of The Texas Company and the Gulf Pipe Line

Company are the first interstate lines to be constructed through Texas. Both companies are anxious to comply with the provisions of the new law, which gives the Interstate Commerce Commission supervision over interstate pipe lines, but as a matter of fact neither the companies nor the commission know just "where they are at" in the matter. The application to pipe lines of all the provisions of a law that was framed especially to cover railroad service is a rather broad proposition, and remains to be worked out in practice.

The full text of the Texas Company's tariff circular follows:

THE TEXAS COMPANY

Local Pipe Line Tariff.

The rates named by this tariff are for the interstate transporation of Crude Petroleum by The Texas Company's Oklahoma-Texas Trunk Pipe Line and are subject to the regulations made part hereof and set forth on page 2.

From the point in the Glenn Pool, (I. T.,) now established for reception of crude petroleum into The Texas Company's Trunk Line.

To West Dallas, (Texas,) Station on said Trunk Line, or

To Eleanor, (Texas,) Station on said Trunk Line.

At Twenty-Five Cents per barrel of 42 Gallons.

This is the first Tariff issued and applicable to the stations named and so becomes effective within a less period than would otherwise apply.

Issued August 24, 1907. Effective September 1, 1907. Subject to change under terms of law.

J. S. CULLINAN,
President of The Texas Company, Beaumont, Texas.

THE TEXAS COMPANY REGULATIONS.

The Texas Company will undertake interstate transportation of crude petroleum only by its trunk pipe line, receiving and delivering such through its own facilities, and not otherwise, subject to further provisions as follows:

1. Separate pipeage contracts for shipments, in accord with this tariff, and these regulations covering other proper details, must be executed by the parties a reasonable time before the duty of transportation arises.

2. Crude petroleum will be received subject to the right and to the consequences of mixing such with and delivering such from common stocks only, the minimum gravity at time of its reception for transporation to be 30 degrees Beaume; the usual and proper methods of measurements to apply.

3. Storage incident to and during transportation only is available and can be afforded, and the shipper must provide facilities for receiving the oil at destination.

4. The right to require prepayment or acceptable security for charges is reserved, also satisfactory assurance that crude petroleum is free from liens and charges, and that the shipper has the right to direct its disposition.

5. No limitations are prescribed at this time as to quantities, but reasonable limits will be required by the terms of pipeage contracts, and in the event of tenders in excess of capacities including outstanding pipeage obligations, the right to reasonably allot and apportion is reserved by The Texas Company, and tender for transportation shall not be good for quantities in excess of such as is already in, or available for immediate delivery into, The Texas Company's pipe lines at the time of such tender.

6. Patrons may use, without charge, the Company's private telegraph lines for messages incident to the business; The Texas Company, however, not to be liable for delivery of messages away from its offices, nor for delay in transmission, nor for interruption of service.

7. All crude petroleum transported under this tariff is subject to further charges for gathering preliminary to receiving the same into the main trunk line, according to the then existing schedule of such charges which are subject to change and which at present are as follows:

Where the distance is 15 miles or more, 20 cents per barrel.

Where the distance is less than 15 miles but more than 10 miles, 15 cents per barrel.

Where the distance is less than 10 miles, 12½ cents per barrel.

Air line distance to apply in accord with The Texas Company's field maps. The transportation charge includes delivery into cars furnished by shipper or into shipper's storage (if any) at destination. If other delivery is desired special arrangements must be made, covering additional charge proportionate to the service rendered, in no case to be less than 2½ cents per barrel.

The railroad rate on Glenn crude from the field to Corsicana and South Texas points is about 46½ cents a barrel. This is for transportation only, and does not include the expense of gathering and loading the oil on the cars. The distance from Tulsa to Dallas is about 270 miles. Corsicana is 55 miles south of Dallas. Compared with the rate made by the railroads the pipe line rate as posted by The Texas Company is considerably lower.

So far as is known no oil has been offered to any of the pipe lines in the southwest for transportation in their capacity as common carriers. In fact, only one line has done an interstate business up to this time—the Prairie Oil & Gas Company. This company has not filed tariffs.

The Texas Company's trunk line from Tulsa to Humble by way of Dallas to Corsicana will be 470 miles in length. There will be nine pumping stations on the new line, distributed at intervals of about 50 miles. Six of these on the line between Tulsa and Dallas, are completed. They are located at Tulsa (Clinton farm), Henryetta, Stuart and Armstrong, I. T., and at Sehrman and West Dallas, Tex. A station will also be located at Corsicana, another about 60 miles south of Corsicana, and the last one on the main line at Bobbin, in Montgomery County.

From Humble to Port Arthur the distance is about 90 miles. The Texas Company now has a station at Humble, another at Dayton, another at Sour Lake, 50 miles east of Humble and another at Garrison, south of Beaumont and opposite Spindletop. It is expected that Glenn crude will be running through to Port Arthur by January 1. The Texas Company operates two refineries in Southeast Texas, one at Port Neches, on the Neches river, between Beaumont and Port Arthur, and the other at Port Arthur. The Port Neches plant is devoted largely to the manufacture of asphalt products from the heavy crudes of the Gulf Coast region. It is probable that the Glenn crude delivered through the pipe line from Tulsa will be run at the Port Arthur refinery, where illuminating oil and gasoline are manufactured.

CAN'T CARRY DONATED OIL FREE.

Last month The Texas Company donated a car of crude oil to be used for disinfecting purposes in the city of Brownsville, where there exists an epidemic of dengue fever. The St. Louis, Brownsville & Mexico railroad agreed to transport the car of oil free of charge from Algoa to Brownsville if by doing so it did not come into conflict with the anti-pass law. Permission was asked of the railroad commission to do this. The matter was referred to the attorney general's department, and on August 28 Acting Attorney General W. E. Hawkins gave it as his opinion, in a letter to the railroad commission, that to transport the car free would constitute a violation of the anti-pass law enacted by the last legislature.

GULF PIPE LINE WILL TRANSPORT GLENN CRUDE TO GULF COAST THIS MONTH.

The last joint of pipe on the Gulf Pipe Line Company's eight-inch trunk line from the Glenn pool, I. T., to Sour Lake, Tex., a distance of 415 miles, was screwed into place at a point north of Red River on August 13, marking the completion of the first pipe line from the Indian Territory oil fields to the Gulf Coast. The work of pipe laying was started on this line on February 13.

It is estimated that the cost of the line, and all accessories, will be $5,000,000, exclusive of the feld tankage at the northern end. The Gulf Pipe Line and affiliated companies have over 2,000,000 barrels of oil in steel storage in the Glenn pool, representing an additional investment of more than $1,350,000. All told, the Gulf Pipe Line interests will have expended more than $7,000,000 before the expiration of a year from the date that the preliminary details were undertaken last October.

A brief resume of the conditions which led to the construction of the Gulf Line is timely, and will be presented, together with some interesting facts concerning the line itself, the completion of which marks a new epoch in the history of the oil industry.

The Gulf Coast region of Texas and Louisiana has not developed a new oil pool of importance since the Humble field was opened up in January, 1905. A record breaking production was obtained in that year, due to the prolific output of the Humble and Jennings wells. In the month of June, 1905, the various Gulf Coast fields produced 4,632,913 barrels of oil, and the total yield for the year amounted to more than 37,000,000 barrels. Naturally the market was depressed by such a flood of oil, and the consumption of liquid fuel was greatly increased in Texas and Louisiana. Reserve stocks held by the various oil companies at the close of 1905 were estimated at 20,000,000 barrels. During 1906 production declined to such an extent that the drain upon storage oil to supply the requirements of fuel oil consumers and refineries amounted to nearly 1,000,000 barrels a month, depleting stocks of crude held in reserve to the extent of approximately 11,500,000 barrels in the twelve months.

Coincident with the decrease in Gulf Coast production there was developed in Indian Territory, at a point about 14 miles south of Tulsa, in the Creek nation, a pool of light oil which gave indications of being very rich. Subsequent developments have justified the most sanguine expectations as to this new field. The Glenn pool—so named because the discovery well was drilled on a farm owned by Ida E. Glenn—in less than a year has produced over 15,000,000 barels of crude petroleum especially desirable for the purposes of refining. More than 700 wells have been completed in this field, many of them having developed a capacity of 1,000 to 1,500 barrels a day, and a few have started off at 3,000 barrels a day. The proven area has been extended over 9,000 acres and the limits of the pool have not yet been defined. For months past the daily production has exceeded 75,000 barrels, and if facilities could have been provided to handle the full

capacity of the wells it might just as easily have been 100,000 to 120,000 barrels a day.

The companies having large investments in refineries in Southeast Texas were confronted with a somewhat serious proposition when the production of oil in the Gulf Coast region began to fail. Their requirements amounted to 20,000 to 25,000 barrels a day, and stocks were being drawn upon to the extent of 30,000 barrels a day, or more. It was inevitable that they should look to the Indian Territory in making plans for their future supply. The excellent quality of the Territory crude for refining purposes, as compared with Gulf Coast oil, which is heavy and better adapted to fuel use than for refining, was a further attraction. With an adequate supply of Indian Territory oil the Southeast Texas refineries figured that they would be upon an equal basis with their Eastern competitors, who were and are now getting a large part of their supply of crude from the Territory.

The distance as the crow flies from the Glenn pool to the Gulf Coast is less than 450 miles. The construction of an eight-inch pipe line to bridge the distance between the source of supply and the refineries in Southeast Texas involved an expenditure of some $5,000,000, exclusive of tankage facilities and other other extras in the field, but the interests in control of two of the Gulf Coast refineries decided to undertake the construction of eight-inch pipe lines without delay.

The actual work of laying the first of these lines was completed on August 13, when the Gulf Pipe Line Company closed the last gap in its trunk line north of Red River, in Indian Territory. The first joint of pipe, marking the inauguration of construction on this line, was laid at Sour Lake, Tex., the southern terminus, on February 13. To complete the work in six months it was necessary to lay 12,000 feet, or over two miles, of pipe a day. As many as 1,500 men were engaged on the work at one time, and much difficulty was experienced in securing labor that could stand the fierce heat of the mid-summer sun. The problem of providing the workmen with suitable quarters, food and water, was also a big one.

All details were figured out and all construction was done under the direction of C. H. Markham, second vice president and general manager of the Gulf Pipe Line Company, who had active charge of the project. John F. Fisher, general superintendent, and C. F. Moore, assistant general superintendent, were in the field. That Mr. Markham and his assistants got results is clearly shown by the rapidity with which the work was completed. It makes a record in pipe line construction in the southwest, if not in the entire country.

Glenn crude was pumped into the trunk line, and started southward from the northern end in the Glenn field, on August 15. With the completion of work on certain of the pumping stations this month the oil will be forced through to the storage tanks and Gulf refinery at Port Arthur. The Gulf Pipe Line is the longest and largest trunk line ever laid by an independent company. By means of it the Gulf Refining Company, operating the largest independent refinery in the United States, will receive a supply of high grade crude, from which all the products of petroleum will be manufactured and distributed to the markets of the world. The Gulf refinery has a capacity of 15,000 barrels a day, running on heavy crude, which means that its capacity on the less refractory oil from the Glenn poll will be considerably greater. The interests which control both the Gulf Pipe Line and the Gulf refinery—the Mellons, of Pittsburg, Pa.—have their own line of modern tank steamers and barges plying between the refinery at Port Arthur and Atlantic Coast points. Stations for the distribution of the Gulf Refining Company's products have been established at important points on the Atlantic seaboard, including Tampa, Fla., New Orleans, La., New York City, Boston and Philadelphia. In addition the company has distributing stations at inland points throughout the South, over forty being located in Texas alone. Shipments are made direct from the Gulf refinery docks to England and continental ports.

The importance of the Southeast Texas refining industry is greatly increased, now that a plentiful supply of high grade crude oil has been assured. The facilities for the shipment of refined products from Port Arthur are unsurpassed. From this point the world's petroleum markets are accessible and, with the completion of the Panama Canal, the Texas refineries will have a vast advantage over those on the eastern seaboard in a shorter haul to many important points of consumption.

Details of the Gulf Pipe Line Company's trunk line are given as follows: Diameter, 8 inches. Length in Indian Territory, 150 miles; in Texas, 265 miles; total 415 miles. Pumping stations, 6, located respectively at the Glenn field, at Chambers near South McAlester; at Lenoir in Lamar County, Texas; at Big Sandy in Upshur County, Texas; at Lufkin, in Angelina County, Texas, and at Sour Lake, where connection is made with the Gulf Company's existing pipe line system, leading to the Gulf Refinery and docks at Port Arthur, a distance of 34 miles. Including the division between Sour Lake and Port Arthur, the line is approximately 450 miles in length. It will require 125,000 barrels of oil to fill it. Three of the pumping stations on the line in Texas, namely, Lenoir, Big Sandy and Lufkin, are being equipped with Hornsby-Akroyd crude oil engines, generating their power direct from crude oil. Four of these engines, each of 75-horse power will be installed at each of the three stations. At Watkins station (Glenn pool) tubular boilers, fired with gas, furnish the power. Tubular boilers are also used at Chambers, where coal is the fuel. The proximity of the McAlester coal fields makes it economical to burn coal at this station. The pumps to be used on the line are Gould trpilex power, direct connected, four of 5,000 barrels capacity to be located at each station, excepting Chambers, where there will be three Epping-Carpenter triple-expansion direct connected pumps, each of 7,500 barrels capacity. A working pressure of 600 to 700 pounds to the square inch will be maintained on the line. The station at Watkins is now in operation, and those at Chambers and Big Sandy are practically ready. Lenoir and Lufkin will be in condition to pump oil, according to present plans, by November 1. The management expects to run 8,000 to 9,000 barrels a day through the line pending the completion of the Lenoir and Lufkin stations. With these in operation, the capacity will be increased to 12,000 or 14,000 barrels a day. Two 37,500-barrel steel storage tanks have been erected at each of the stations. Both telegraph and telephone lines have been constructed on the pipe line right of way from the Glenn pool to the general offices of the Gulf Pipe Line company at Beaumont, and the refinery at Port Arthur. These lines also extend from the field north to the Gulf Company's offices in Tulsa. They will shortly be ready for use, thus establishing a double means of quick communication between the northern and southern ends of the line.

Pending completion of the pipe line, the Gulf Refining Company at Port Arthur has been receiving 3,000 barrels of high grade Glenn crude by tank car, shipments being made from the Gulf Pipe Line Company's loading rack on the Frisco railroad in the Glenn field.

Indications of oil have been found at 75 feet in a test drilling near Reno, Nev.

FOR SALE OR LEASE.

561 Acres in the Caddo City and Annanias Oil Territory.

One acre situated in the N. E. quarter of the N. E. quarter of Sec. 11, Twp. 20 north, Range 16 west, Caddo parish, La., commencing at the N. E. corner of Sec. 11, thence W. 70 yds., thence S. 70 yds., thence E. 70 yds., thence N. 70 yds.; this acre is about 650 feet from the 500-barrel gusher brought in by the Producers Oil Company July 23.

560 acres described as follows: 160 acres being the E. half of the E. half of Sec. 3, Twp. 19, Range 16. 84 acres of the W. half of the N. E. quarter of said Sec. 3, adjoining above described 160 acres. 160 acres of the N. E. quarter of Sec. 10, Twp. 19, Range 16. 80 acres the E. half of the N. W. quarter of Sec. 10, Twp. 19, Range 10, two and one-half miles S. W. of Mooringsport and approximately three and one-half miles due south of the Annanias oil field, in Caddo parish, La.

Write to E. R. MOORING,
Cleburne, Texas.

INDIAN TERRITORY OIL LEASES.

If you have any lease matters or other business before the Interior Department requiring attention, write to William W. Wright, registered attorney (formerly with the Dawes Commission.) References. Offices, Washington Loan and Trust Building, Washington, D. C.

FOR SALE.

Sectional maps of the Indian Territory, showing oil and gas developments to date. Each map 18 by 24 miles. Address J. G. ELDRED,
Okmulgee, I. T.

WANTED.

Wood tank builders at Tulsa and Kiefer, I. T. Good wages and steady work to capable men.

VERTREES TANK CO.,
Tulsa, I. T.

GLENN FIELD AUGUST SUMMARY

A summary of the Glenn field completed on August 31 shows 715 producing wells, 86 wells drilling and 104 rigs on that date. The production of the field is put at 122,900 barrels, an average of 172 barrels to the well. The number of producing wells listed on July 31 was 607 and the production on that date was given in this report as 113,040 barrels. Through an oversight 11 wells in section 9 were omitted, as was their production, 4,500 barrels. The correct number of wells producing July 31 was 618, and the corrected production 117,540 barrels. While an increase in output is shown on August 31, as compared with July 31, it is probable that the aggregate production of the field has changed but little in the last month, the new wells supplying sufficient oil to overcome the decline in the older ones. The figures as to gross production are made up from estimates of the production of the various leases, and there is room for considerable latitude in making these estimates. That the field could make what is credited to it for a time, at least, is not doubted. It has been stated on different occasions within the past six months that the pool had reached its maximum production. If this be true, it is certainly sustaining its maximum in a surprising manner, for the aggregate of production appears to stay at about the same level, despite the fact that the gross runs from the field have exceeded 2,500,000 barrels a month since June. The 97 producing wells completed in the Glenn pool in August are credited with an initial output of 27,000 barrels, or an average of 278 barrels to the well. The July completions averaged 341 barrels to the well. Following is the summary of the field by sections on August 31:

Owner.	Wells Prod.	Wells Drill'g.	Wells Rigs.
Section 2-17-12—			
Pawnee Oil Co.	1	....	....
Smith & Swan	2	....	....
F. M. Gault	3	1	....
Totals	6	1	....
Section 3-17-12—			
Savoy Oil Co.	5	1	....
Laurel Oil & Gas Co.	4	....	....
Selby Oil Co.	2	....	2
Ridge Oil Co.	3	....	....
Prairie Oil & Gas Co.	*..	....	....
Totals	14	1	2
*1 completed and abandoned.			
Section 4-17-12—			
Selby Oil Co.	9	2	2
Donahue Oil Co.	4	....	3
Laurel Oil & Gas Co.	1	....	1
Thompson Oil Co.	1	1	1
Indiahoma Oil Co.	..	1	1
Shawnee Oil Co.	*..	1	....
Totals	15	5	8
*1 completed and dry.			
Section 5-17-12—			
Smith & Swan	*5	1	1
Reese Oil Co.	**4	....	2
Hull & Reese	2	1	....
Lafayette Devl. Co.	*1	1	....
Sloan et al	2	3	2
Totals	14	6	5
*1 gasser. **2 gassers.			
Section 6-17-12—			
Lafayette Devl Co.	1	1	1
Shulthis & Berry	1	....	1
Kansas-Okla. Oil Co.	2	2	....
A. W. Shulthis	..	....	1
Arthur J. Hull	..	....	1
Inland (Heywood)	1	1	1
Texas-Oklahoma Oil Co.	1	1	2
Totals	6	5	7
Section 7-17-12—			
Pulaski (Heywood)	5	2	2
Hammett & Gillespie	6	1	....
Argue & Compton	7	1	1
Gulf Oil Co.	10	10	3
Producers Oil Co.	12	4	2
G. W. Barnes	..	....	1
Mountain Oil Co.	..	....	1
Totals	40	18	10
Section 8-17-12—			
Litchfield & Sawyer (Zeke Moore)	6	2	2
Litchfield & Sawyer	12	....	....
National O. & D. Co.	5	....	....
Gypsy Oil Co.	5	....	....
Gulf Oil Co.	9	....	....
St. Louis Oil Co.	5	....	....
Barnes & Sawyer	9	....	....
J. R. Sharp	35	1	1
Childress	1	....	....
Hull & Reese	3	....	....
New York Oil Co.	6	....	....
Producers Oil Co. (40 a.)	10	1	1
Shamrock Oil Co.	12	1	1
Indiahoma Oil Co.	4	2	5
Totals	132	7	10
Section 9-17-12—			
Victor Oil Company	*4	1	1
Indiana Oil & Gas Co.	11	2	6
Beacon Oil Co.	16	....	1
Bass & Bowles	13	....	....
Shamrock Oil Co.	8	2	....
Gypsy Oil Co.	13	3	1
Indiahoma Oil Co.	1	....	2
Totals	66	8	11
*2 gassers.			
Section 10-17-12—			
Hogan Co.	15	1	....
Glenn Oil Co.	6	....	....
Selby Oil Co.	7	....	....
Robt. Oglesby	11	....	1
Creek Co. (Grayson)	9	....	1
Creek Co. (Graves)	7	1	2
Laurel Oil & Gas Co.	3	....	....
Galbreath, Colcord & Chesley	13	....	....
Totals	71	2	4
Section 13-17-12—			
Laurel Oil & Gas Co.	..	....	1
Section 14-17-12—			
A. J. Williams (Moved derrick account bad hole; cave-in at 1600 feet; second well not yet drilling).			
Section 15-17-12—			
Viemar Oil Co.	13	1	....
Galbreath O. & G. Co.	8	....	....
Winona Oil Co.	9	....	....
Galbreath & Chesley	8	....	....
Galbreath & Colcord	15	....	....
Galbreath & Chesley (Berryhill)	16	....	....
Associated Producers	11	....	....
Totals	80	1	....
Section 16-17-12—			
Indiana Oil & Gas Co.	11	3	5
Selby Oil Co.	11	1	....
Galbreath O. &. G. Co.	10	5	4
Totals	31	10	13
Section 17-17-12—			
Prairie O. & G. Co.	14	....	1
Indiana O. & G. Co.	20	2	4
Holdenville Oil Co.	12	....	....
Oklahoma State Oil Co.	10	....	....
Franchot et al.	10	2	2
Selby Oil Co.	11	1	....
Totals	77	5	7
Section 18-17-12—			
Selby Oil Co.	7	2	3
Oklahoma State Oil Co.	6	....	2
T. T. Godfrey et al.	3	....	....
G. W. Barnes	..	2	....
A. W. Shulthis	*1	....	....
Totals	17	4	5
*Well capped.			
Section 20-17-12—			
Eastern Oil Co.	1	*4	1
Quaker Oil Co.	5	....	6
Harmon & Weber	7	....	1
Hazel Oil Co.	2	....	....
Whetstone Oil Co.	..	2	2
Totals	15	6	10
*Drilled to sand.			
Section 21-17-12—			
Eastern Oil Co.	8	1	....
Quaker Oil Co.	20	1	....
Prairie O. & G. Co.	23	1	2
Selby Oil Co.	8	....	2
Keystone O. & G. Co.	5	....	1
Totals	64	3	5
Section 22-17-12—			
Associated Producers	11	....	....
E. J. Bonacker	8	....	....
W. H. Millikin	29	1	....
Galbreath & Colcord	3	....	....
Quaker Oil Co.	8	....	2
Colo. & Cal. Oil Co.	6	1	....
Totals	65	2	2
Section 28-17-12—			
Viemar Oil Co.	1	....	....
Section 31-18-12—			
A. W. Shulthis	..	....	1
Section 32-18-12—			
Kansas-Okla. Oil Co.	..	1	....
Booth Oil Co.	..	1	....
Totals	..	2	....
Section 33-18-12—			
Chaney et al.	..	....	1
Section 34-18-12—			
Page Investment Co.	2	....	....
Jones Oil Co.	4	....	....
Ridge Oil Co.	..	....	1
Deming Inv. Co.	..	....	1
Totals	6	....	2
Section 12-17-11—			
Benson Oil Co.	1	....	1
Totals	*721	86	104
Estimated production		122,900 bbls.	

*6 gassers.

—J. R. R.

MID-CONTINENT PIPE LINE RUNS

(Month of August.)

*PRAIRIE OIL AND GAS COMPANY.

	Total.	Average.
Runs (21 days only(	2,298,499	109,452
Deliveries (21 days only)	1,499,375	71,399
Tanked (21 days only)	799,124	38,053
Runs in July (month)	3,053,285	98,493
Deliveries in July	2,325,472	75,015
Tanked (entire month)	727,813	23,478

*Report of runs for entire month of August delayed on account of telegraph service.

GULF PIPE LINE COMPANY.

	Total.	Average.
Runs	558,000	18,000
Deliveries (tank cars)	100,000	3,226
Tanked	458,000	14,774
Runs in July	496,000	16,000
Deliveries in July	102,300	3,300
Tanked	393,700	12,700
August increase runs	62,000	2,000
August decrease deliveries	2,300	74
August increase tanked	64,300	2,074

THE TEXAS COMPANY.

Runs	372,000	12,000
Deliveries	45,000	1,452
*Tanked	327,000	10,548
*Stored along pipe line south of field.		
Runs in July	372,000	12,000
Deliveries in July	21,000	677
Tanked	351,000	11,323
August increase deliveries	24,000	775
August decrease tanked	24,000	775

MID-CONTINENT STOCKS OF CRUDE.

Prairie O. & G. Co., Aug. 1 (act.)	*27,385,541
Gulf P. L. Co., Sept. 1 (Est.)	2,061,868
The Texas Co., Sept. 1 (Est.)	1,583,000
In producers' tanks Sep. 1 (Est.)	5,802,000

*During the first three weeks of August the Prairie O. & G. Co. tanked 799,124 barrels, an average of 38,054 barrels a day. This average, if maintained to the end of the month, would add 1,179,674 barrels to the above figures, making the Prairie's stocks on September 1 about 28,500,000 barrels, and bringing the total of mid-continent stocks, according to above estimates, to 37,946,868 barrels.

STATISTICS OF THE GLENN POOL

PRODUCTION OF THE GLENN FIELD ON AUGUST 31.

Producing wells	715
Estimated production (bbls.)	122,900
Average per well	172

OUTPUT OF GLENN FIELD IN AUGUST.
(Estimated.)

	Bbls.
Run by Prairie O. & G. Co.	1,085,000
Run by Gulf Pipe Line Co.	558,000
Run by The Texas Company	372,000
Handled by pipe lines	2,015,000
Average per day	65,000
Run into producers' storage	620,000
Average per day	20,000
Total runs	2,635,000
Total runs in July	2,635,000

OUTPUT OF GLENN FIELD TO SEPT. 1.

Accounted for to August 1	13,135,000
Accounted for in August	2,635,000
Total to September 1	15,770,000

STEEL TANKAGE COMPLETED IN GLENN FIELD IN AUGUST.

By Pipe Line Companies.

Owner.	No.	Capac. Each, Bbls.	Total Capacity.
Prairie O. & G. Co.	8	35,000	280,000
Gulf P. L. Co.	5	55,000	275,000
Gulf P. L. Co.	1	25,000	25,000
Gulf P. L. Co.	*2	37,500	75,000
Totals	16		655,000

*Located at Chambers, first pumping station south of Glenn pool.

By Producers.

Owner.	No.	Capac. Each, Bbls.	Total Capacity.
Selby O. & G. Co.	2	35,000	70,000
Selby O. & G. Co.	3	37,500	112,500
Heywood Oil Co.	1	37,500	37,500
Vicmar Oil Co.	1	35,000	35,000
Robert Galbreath	2	37,500	75,000
E. V. V. Franchot	2	35,000	70,000
Mountain Oil Co.	1	55,000	55,000
Indiana O. & G. Co.	2	55,000	110,000
Gulf Oil Co.	1	55,000	55,000
Galbreath O. & G. Co.	2	55,000	110,000
Holdenville O. Co.	1	55,000	55,000
Calif. & Colo. O. Co.	1	35,000	35,000
Totals	19		820,000

By Pipe Lines and Producers.

	No. of Tanks.	Total Capacity.
By pipe lines	16	655,000
By producers	19	820,000
Totals	35	1,475,000
Daily average by pipe lines		21,129
Daily average by producers		26,452
Total daily avg. tankage completed		47,581

JULY RECORD OF TANKAGE CONSTRUCTION.

	No. of Tanks.	Total Capacity.
Pipe line companies	32	1,280,000
Producers	9	437,500
Totals	41	1,717,500
Daily average by pipe lines		41,290
Daily average by producers		14,113
Total daily av. tankage completed		55,403

STEEL TANKAGE ORDERED OR UNDER CONSTRUCTION IN GLENN FIELD.

Owner.	No.	Capac. Each. Bbls.	Total Capacity
The Texas Company	6	37,500	225,000
Prairie O. & G. Co.	10	35,000	350,000
Gulf P. L. Co.	1	25,000	25,000
Selby O. & G. Co.	1	35,000	35,000
Selby O. & G. Co.	4	37,500	150,000
W. H. Millikin	3	55,000	165,000
Heywood Oil Co.	3	37,500	112,500
Okla. State O. Co.	5	55,000	275,000
Vicmar Oil Co.	2	35,000	70,000
Eastern Oil Co.	5	37,500	187,500
Robert Galbreath	1	37,500	37,500
E. V. V. Franchot	3	35,000	105,000
Mountain Oil Co.	5	55,000	275,000
Gulf Oil Co.	19	55,000	1,045,000
Hammett & Gillespie	4	37,500	150,000
Holdenville Oil Co.	2	55,000	110,000
Galbreath O. & G. Co.	1	55,000	55,000
Calif. & Colo. O. Co.	1	35,000	35,000

MID-CONTINENT WELL STATISTICS

(Month of August.)

A summary of well operations in the Mid-continent region in August shows 353 completions, of which 314 were producers, credited with 53, 826 barrels initial production, 20 dry and 19 gassers. The record for July was 327 completions, of which 284 were producers, credited with 53,213 barrels new production, 20 were dry and 23 gassers. On August 31 there were 234 wells drilling, of which 109 were in the Creek nation, 49 in the Cherokee deep sand and 47 in the Cherokee shallow sand, 18 in the Osage nation, 3 in Oklahoma and 8 in Kansas. On the same date 160 rigs were reported, 107 being credited to the Creek nation, 38 to the Cherokee deep sand, 3 to the Cherokee shallow sand, 8 to the Osage nation, 2 to Oklahoma and 2 to Kansas. The average production of all new completions was 171 barrels per well, as compared with 187 barrels per well in July and 175 barrels per well in June. The 99 new wells completed in the Creek nation were credited with 27,335 barrels initial output, an average of 276 barrels per well. All but two of the Creek completions were in the Glenn pool. The Creek completions in July averaged 350 barrels per well. In the Cherokee deep sand the 80 new wells were credited with 16,223 barrels initial production, or 203 barrels per well as compared with 187 barrels per well in July. In the Cherokee shallow sand the 124 new wells were credited with 9,533 barrels initial production, an average of 77 barrels per well as compared with 68 barrels per well for the July completions. The Osage nation completed 7 new wells with an initial output of 675 barrels or 96 barrels per well, as compared with 128 barrels per well for the July completions. Kansas completed 3 producers with an initial production of 40 barrels, or 13 barrels per well, as compared with 1 completion in July, producing 10 barrels. Oklahoma completed 1 well with 20 barrels initial production. The well summary for August follows:

District.	Pdc.	Gas.	Dry.	Dlg.	Rgs.	Pdn.
Kansas	3	10	6	8	2	40
Cherokee deep	80	4	3	49	38	16,223
Cherokee shallow	124	0	10	47	3	9,533
Creek nation	99	3	1	109	107	27,335
Osage nation	7	2	0	18	8	675
Okla. (Cleve'd)	1	0	0	3	2	20
Totals	314	19	20	234	160	53,826
July totals	284	23	20	216	162	53,213

Kansas completion, av. per well (bbls)	13
Cherokee deep sand, av. per well	203
Cherokee shallow sand, av. per well	77
Creek nation, av. per well	276
Osage nation, av. per well	96
Oklahoma, av. per well	20

Argue & Compton	3	35,000	105,000
W. S. Mowris	5	35,000	175,000
Associated Prod. Co.	1	35,000	35,000
Totals	85		3,722,500

ALL STEEL TANKAGE IN GLENN FIELD.

Pipe Line Companies.

Owner.	No.	Capac. Each. Bbls.	Total Capacity
Prairie O. & G. Co.	110	35,000	3,850,000
Gulf P. L. Co.	35	55,000	1,925,000
Gulf P. L. Co.	*2	37,500	75,000
Gulf P. L. Co.	1	25,000	25,000
The Texas Co.	**30	37,500	1,125,000
Totals	178		7,000,000

*Located at Chambers, first pumping station south of Glenn pool.
**Located (2) at Henryetta and (2) at Stuart, pumping stations south of Glenn pool.

THE CRUDE PETROLEUM MARKET

Quotations on Credit Balances as Posted by the Pipe Lines.

SOUTHEAST TEXAS AND LOUISIANA.

Sun Company.

	Mch. 1.	Apl. 1.	May. 7.	July. 1.	July. 31.
Spindletop	83	85	88	90	93
Sour Lake, 20 and up	81	83	86	88	91
Sour Lake, 18 and up	79	81	86	88	91
Sour Lake, 17 to 18	78	80	86	88	91
Batson, 20 and up	81	83	86	88	91
Batson, 17 to 20	78	80	83	85	88
Saratoga, 20 and up	80	83	86	88	91
Humble, heavy	83	85	90	92	94
Dayton, below 20	73	75	78	80	85

J. M. Guffey Petroleum Company.

	Feb. 26.	Mch. 12.	Apl. 13.	May. 16.	July 2.
Sour Lake, light	76	79	82	86	92
Sour Lake, heavy	76	79	82	86	92
Saratoga	72	75	82	86	92
Batson, light	72	75	82	86	92
Batson, heavy	72	75	82	86	92
Humble	74	77	82	90	95
Spindletop	78	80	85	88	92

The Texas Company.

	Mch. 11.	Apl. 12.	Jun. 5.	July. 1.	Aug. 16.
Sour Lake	79	82	85	88	90
Saratoga	75	78	81	84	86
Humble	77	80	83	86	88
Jennings	72	75	78	83	85
Shreveport	72	75	78	83	85

Above prices do not include loading, storage or other charges on oil shipped by tank car

NORTH TEXAS.

Corsicana, light	$1.02
Corsicana, heavy	.70
Henrietta, Texas	.95

KANSAS AND TERRITORIES.

Prairie Oil and Gas Company.

	Feb. 11.	Mch. 9.
32 gravity and over	$0.40	$0.41
32 to 31½ gravity	.37	.38
31½ to 31 gravity	.34	.35
31 to 30½ gravity	.31	.32
30½ to 30 gravity	.28	.29
Heavy or fuel oil	.27	.28

EASTERN STATES.

Seep Purchasing Agency.

	Feb. 11.	—March— 9.	13.
Pennsylvania	$1.63	$1.68	$1.78
Second sand	1.63	1.68	1.78
Tiona oil	1.73	1.78	1.78
Amber oil	1.73	1.78	1.78
Corning	1.12	1.14	1.14
Newcastle	1.37	1.39	1.39
Cabell	1.20	1.22	1.22
Butler, Ohio	1.78	1.78	1.78
North Lima	.92	.94	.94
South Lima	.87	.89	.89
Indiana	.87	.89	.89
Casey, Ill.	.66	.68	.68
Princeton, Ind.	.66	.68	.68
Somerset	.87	.89	*1.20
Ragland	.60	.62	.62

*Advanced March 29

Producers.

Owner.	No.	Capac. Each, Bbls.	Total Capacity
Associated Prod Co.	18	35,000	630,000
Associated Prod. Co.	12	37,500	450,000
W. H. Millikin	6	55,000	330,000
Beacon Oil Co.	3	55,000	165,000
Quaker Oil & G. Co.	3	55,000	165,000
Selby Oil & G. Co.	2	55,000	110,000
Selby Oil & G. Co.	5	35,000	175,000
Selby Oil & G. Co.	4	37,500	150,000
Laurel O. & G. Co.	1	55,000	55,000
Galbreath O. & G. Co.	3	55,000	165,000
Robert Galbreath	2	37,500	75,000
Indiana O. & G. Co.	5	55,000	275,000
Heywood Oil Co.	1	37,500	37,500
Vicmar Oil Co.	1	35,000	35,000
E. V. V. Franchot	2	35,000	70,000
Mountain Oil Co.	1	55,000	55,000
Gulf Oil Co.	1	55,000	55,000
Holdenville Oil Co.	1	55,000	55,000
Calif. & Colo. Oil Co.	1	35,000	35,000
Totals	72		3,087,500

By Pipe Lines and Producers.

	No. of Tanks.	Total Capac.
Pipe Lines	178	7,000,000
Producers	72	3,087,500
Totals	250	10,087,500

TEXAS AND LOUISIANA SUMMARY

The Jennings (La.) district continues to furnish all the excitement in the Gulf Coast region in the way of field developments. On September 1 the Producers Oil Company brought in its No. 14 in the northwest corner of the Latreille forty acres. This well is making over 5,000 barrels of oil a day and a small quantity of water. The Producers No. 15, near the No. 14, was completed late last month and is good for 2,000 barrels. Both wells are equipped with compressed air. Just west of these wells the Jenings-Heywood Oil Syndicate has completed its No. 37 on its fee simple property, and is getting 2,500 barrels a day from it, with the aid of compressed air. Farther south, and on a straight line west of the Producers wells on the Houssiere-Latreille 160 acres, the Jennings-Heywood Syndicate completed its No. 38 last month and proved the land beyond the question of a doubt. The No. 38 flowed four hours at the rate of 200 barrels an hour, or better, and then sanded up. The Producers Company has a rig up for its No. 18, offsetting the No. 38 of the Jenings-Heywood Oil Syndicate. More than a quarter of a mile southeast of the Producers wells on the Houssiere-Latreille 160 acres, Duson & Lyons have set the 6-inch casing in their test on lot 4 of the King tract. This is an important well, inasmuch as it will show whether or not the sand found on the Latreille and Jennings-Heywood farms extends southeast to the King land.

What may prove to be equally as important as the south extension of the Jennings field is the development of a deep sand, not heretofore tapped, in the Getty No. 1 on the Clemont tract, where the first wells were obtained in the Jennings district in 1901 and 1902. This well was completed on September 1 at a depth exceeding 2,400 feet. It is producing some 5,000 barrels of fluid, of which about 10 per cent is oil. F. I. Getty, who drilled the well, is the manufacturer of the Getty strainer used in the Jennings wells. He has held to the theory that there were deeper sands in the Jennings field than had been developed by the drilling to the southeast, and to give his idea a practical test he decided to deepen the old Getty No. 1, which was originally completed at a depth of 1,700 to 1,800 feet and was made a producing well in what is known as the shallow sand. He has demonstrated the correctness of his contention, and although the well is making more water than oil it undoubtedly proves the presence of a very deep sand. The water is attributed to a leak in the casing. Additional drilling may show the presence of oil sands at even greater depths, as is the case in California and Russia.

THINGS MOVING SLOWLY IN HUMBLE EXTENSION.

Things are moving slowly in the south extension of the Humble field, where the Producers Oil Company completed a well on the Rogers tract in the 1,600-foot sand in July, and Esperson completed one on the Hermann land about the middle of last month. The Esperson well showed for 1,000 barrels the first day it flowed, and is now doing between 275 and 300 barrels. The Guffey Company got two wells down on the Barrett tract of the Strange farm, south of the Rogers, but was unable to make either a producer in the 1600-foot sand. The No. 1 showed about 1,000 barrels of salt water, and the No. 2 is being drilled for the 2200-foot sand in which Esperson completed a well several months ago on the Hermann. Guffey No. 3 on the Strange is shut down. The Sun Company's No. 27 on the Weed, south of the Rogers, is showing for a good well in the 1,600-foot sand. On the Fant & Freund at Humble the Producers Company has completed its No. 48, good for 400 barrels.

PRODUCTION AND CONSUMPTION.

The production of the Gulf Coast region on August 31 was 53,855 barrels, as compared with 47,121 barrels on July 31 and 49,290 barrels on August 15. Jennings furnished the increase, being credited with 19,795 barrels on August 31 as compared with 13,255 barrels on July 31 and 14,450 barrels on August 15. Since August 31 the Jennings output has been further augmented by the bringing in of a 5,000-barrel well. The production of this district is now in excess of 25,000 barrels, and it looks as if it may go to 30,000 barrels in the very near future. Southeast Texas shows little variation in output, being credited with 33,700 barrels on August 31, as compared with 33,406 barrels on July 31 and 34,510 barrels on August 15.

The output of the Gulf Coast region in the month of August is put at 1,487,300 barrels, as compared with 1,393,900 barrels in July. Southeast Texas is credited with 1,011,200 barrels in August, as compared with 1,023,100 barrels in July, and Louisiana is credited with 476,100 barrels, as against 370,800 barrels in July. The daily average output of the Gulf Coast region in August was 47,977 barrels, as compared with 44,964 barrels in July.

Port shipments of Gulf Coast crude in August amounted to 459,222 barrels, as against 424,851 barrels in July. Shipments of refinery products amounted to 527,699 barrels in August, as compared with 467,359 barrels in July. Rail shipments of Southeast Texas crude in August amounted to 468,032 barrels, as compared with 545,186 barrels in July, and the gross movement of Southeast Texas crude in August was 927,254 barrels, as compared with 970,037 barrels in July.

Rail shipments of Louisiana crude in August amounted to 192,839 barrels, as compared with 202,195 barrels in July. The deliveries of Jennings crude by pipe line to Plaquemine (Mississippi River) in August were 70,608 barrels, as compared with 49,467 barrels in July. The gross movement of Louisiana crude in August was 263,447 barrels, as compared with 251,662 barrels in July.

The entire movement of Gulf Coast crude in August was 1,190,701 barrels, as compared with 1,221,699 barrels in July. Refinery and field consumption combined were estimated at 390,000 barrels in August, which is identical with the July estimate. Movement and consumption of Gulf Coast crude in August therefore amounted to 1,580,701 barrels, as compared with 1,611,699 barrels in July, a daily average of 50,990 barrels in August, as against a daily average of 51,990 barrels in July. The shortage of production as compared with movement and

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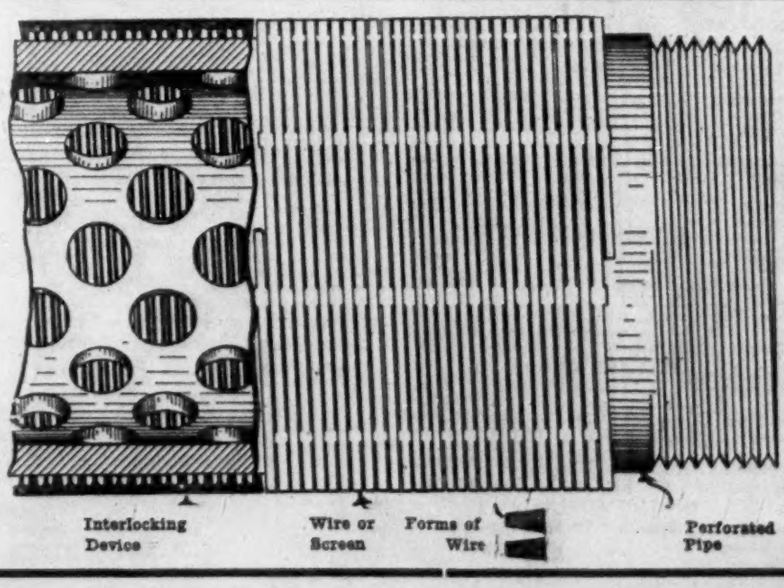

consumption in August amounted to 93,401 barrels, as compared with a shortage of 217,799 barrels in July. The average daily shortage in August was 3,013 barrels as compared with 7,026 barrels in July.

Gulf Coast reserve stocks on August 1 were estimated at 5,543,811 barrels. Deducting the August shortage leaves 5,450,410 barrels. Glenn crude to the amount of about 12,000 barrels daily has been coming into the Gulf Coast region, principally for refinery use. The shipment of oil through the Gulf Pipe Line from the Glenn field to the Gulf Coast, and through The Texas Company's pipe line from the same point to Dallas will be the means of still further reducing the drain on Gulf Coast stocks. The Southeast Texas refineries are now using daily over 10,000 barrels of Glenn crude, which has replaced just that much Gulf Coast oil. By the first of the coming year the local refineries will be running comparatively little of the Southeast Texas and Louisiana product, and it seems likely that there will be no shortage in Gulf Coast production after that time.

THE CRUDE OIL MARKET.

Market conditions have remained the same since the last report. The Higgins Oil & Fuel Company is offering 97 cents for Spindletop oil on six months' contracts and 92 1-2 cents on twelve months' contracts. The reduction on the price for the longer period, as compared with the shorter, is taken by producers to mean that there is a possibility of the market weakening after the two pipe lines from Indian Territory begin delivl ering oil to the Gulf Coast. Contract prices in the other districts range from 93 cents at Saratoga to 98 cents at Humble, with some small sales at $1 or better to fuel oil brokers at Humble.

TEXAS OIL TO ENGLAND.

Two cargoes of refined oil for export were loaded at the Gulf Refining Company's docks at Port Arthur during the last week in August. The steamship Peetan cleared on August 24 with 63,364 barrels of refined consigned to Dover, England, and the Suram cleared on August 26 with 35,968 barrels of refined consigned to London.

PRODUCTION OF SOUTHEAST TEXAS DISTRICTS ON AUGUST 31.

District.	July 31.	Aug. 15.	Aug. 31.
Saratoga	5,376	5,850	5,590
Batson	7,250	7,320	6,650
Humble	7,825	7,620	8,100
Sour Lake	8,055	8,700	8,500
Spindletop	4,500	4,520	4,400
Dayton	400	500	460
Totals	33,406	34,510	33,700

LOUISIANA DISTRICTS.

District.	July 31.	Aug. 15.	Aug. 31.
Jennings	13,255	14,450	19,795
Caddo	400	270	300
Welsh	60	60	60
Totals	13,715	14,780	20,155

GULF COAST REGION.

District.	July 31.	Aug. 15.	Aug. 31.
Southeast Texas	33,406	34,510	33,700
Louisiana	13,715	14,780	20,155
Totals	47,121	49,290	53,855

PRODUCTION OF THE GULF COAST REGION IN AUGUST.

Southeast Texas.

District.	—Estimated— July.	August.
Batson	226,300	199,500
Humble	235,600	245,600
Saratoga	164,500	168,000
Sour Lake	248,000	249,500
Spindletop	139,500	136,400
Dayton	9,200	12,200
Totals	1,023,100	1,011,200
Daily average August		32,619
Daily average July		33,003

Louisiana.

District.	—Estimated— July.	August.
Jennings	352,500	465,000
Caddo	6,500	9,300
Welsh	1,800	1,800
Totals	370,800	476,100
Daily average August		15,358
Daily average July		11,961

Gulf Coast Region.

District.	—Estimated— July.	August.
Southeast Texas	1,023,100	1,011,200
Louisiana	370,800	476,100
Totals	1,393,900	1,487,300
Increase in August		93,400
Daily average August		47,977
Daily average July		44,964

MOVEMENT OF SOUTHEAST TEXAS CRUDE AND REFINERY PRODUCTS.

Port Shipments.

Grade.	July	August
Crude	424,851	459,222
Increase in August		34,371
Daily average August		14,813
Daily average July		13,705

Refinery Products.

Grade.	July	August
All grades	467,359	527,699
Increase in August		60,340

SOUTHEAST TEXAS RAIL SHIPMENTS.

Gulf, Colorado & Santa Fe.

Loading Point.	July	August
Saratoga	145,099	130,733
Beaumont	8,648	6,684
Totals	153,747	137,417
Decrease in August		16,330

Kansas City Southern.

Loading Point.	July	August
Beaumont	3,527	5,948
Increase in August		2,421

International & Great Northern.

Loading Point.	July	August
Trice (Texas Co.)	99,079	90,550
Decrease in August		8,529

Houston, East & West Texas.

Loading Point.	July	August
Humble	138,347	94,440
Decrease in August		43,907

Southern Pacific.

Loading Point.	July	August
Sour Lake	143,086	115,184
Gladys	7,400	24,493
Totals	150,486	139,677
Decrease in August		10,809

Total Rail Shipments.

	July	August
G., C. & S. F.	153,747	137,417
K. C. S.	3,527	5,948
I. & G. N.	99,079	90,550
H., E. & W. T.	133,347	94,440
Southern Pacific	150,486	139,677
Totals	545,186	468,032
Decrease in August		77,154
Daily average August		15,098
Daily average July		17,586

Total Movement of Crude.

	July	August
Port shipments	424,851	459,222
Rail shipments	545,186	468,032
Totals	970,037	927,254
Decrease in August		42,783
Daily average in August		29,911
Daily average in July		31,291

MOVEMENT OF LOUISIANA CRUDE.

Rail Shipmente—Kansas City Southern.

Loading point.	July	August
Lake Charles	37,385	8,088
Caddo	2,246	8,456
Totals	39,631	16,544
Decrease in August		23,087

Southern Pacific.

Loading point.	July	August
Jennings	136,022	154,061
Mermentau	5,298	8,820
Egan	21,244	13,414
Totals	162,564	176,295
Increase in August		13,731

Total Rail Shipments.

Railroad.	July	August
K. C. S.	39,631	16,544
Southern Pacific	162,564	176,295
Totals	202,195	192,839
Decrease in August		9,356
Daily average August		6,220
Daily average July		6,522

Deliveries to Plaquemine.

Via pipe line.	July	August
Evangeline Oil Co.	49,467	70,608
Increase in August		21,141
Daily average in August		2,277
Daily average in July		1,595

Total Louisiana Movement.

By—	July	August
Rail shipments	202,195	192,839
Plaquemine	49,467	70,608
Totals	251,662	263,447
Increase in August		11,785
Daily average in August		8,498
Daily average in July		8,118

NET MOVEMENT OF GULF COAST CRUDE.

	July	August.
All shipments	1,221,699	1,190,701
Decrease in August		30,998
Daily average in August		38,409
Daily average in July		39,409

TOTAL MOVEMENT AND ESTIMATED CONSUMPTION.

By—	July	August
Rail and port shipments	1,221,699	1,190,701
Refinery consumption	360,000	360,000
Field consumption	30,000	30,000
Total	1,611,699	1,580,701
Decrease in August		30,998
Daily average in August		50,990
Daily average in July		51,990

REQUIREMENTS AND PRODUCTION COMPARED.

	July	August
Total movement and consumption	1,611,699	1,580,701
Total production	1,393,900	1,487,300
Shortage	217,799	93,401
Daily average shortage August		3,013
Daily average shortage July		7,026

GULF COAST STOCKS CRUDE SEPT. 1.

(Estimated.)

	Bbls.
Surplus on August 1	5,543,811
Shortage in August	93,401
Stocks on Sept. 1	5,450,410

GULF COAST FIELD OPERATIONS.

Eighty wells were completed in the Gulf Coast region in August, 59 being producers with an initial output of 12,409 barrels, 6 being gassers and 15 dry, as compared with 75 completions in July, of which 60 were producers with an aggregate output of 6,090 barrels, 2 were gassers and 13 dry. The gain in new production in August, as compared with July was 6,319 barrels, due largely to the completion of some excellent wells in the Jennings district, which is credited with 8,340 barrels of the entire 12,409 barrels of new oil. In the Humble district 26 wells were completed in August, 15 being producers with 1,440 barrels of new production, 5 being gassers and 6 dry, as compared with 20 completions in July, 17 of which were producers with an initial output of 1,260 barrels, 1 gasser and 2 dry. Batson completed 22 wells, 17 being producers with 955 barrels of new production, and 5 being dry, as compared with 19 completions in July, of which 14 were producers with an initial output of 1,075 barrels, and 5 were dry. Sour Lake is credited with 14 completions in August, 11 being producers with an initial output of 937 barrels and 3 being dry, as compared with 16 completions in July, 11 producers with 1,540 barrels of new production and 5 dry. The 6 wells completed at Jennings were all producers, furnishing 8,340 barrels of new oil. Spindletop completed 8 wells

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BEAUMONT — TEXAS STORES — HUMBLE

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in August, 7 being producers with an initial output of 422 barrels, as compared with 10 completions and 8 producers with 540 barrels of new production in July. Saratoga completed 2 wells in August, both producers, credited with 300 barrels, as against the same number of completions in July, and 85 barrels of new production. The August estimate of new production at Saratoga is low, inasmuch as one of the wells completed last month has been doing over 500 barrels. There was one completion at Dayton, credited with 15 barrels, as compared with 2 in July, credited with 85 barrels.

On August 31 there were 118 wells drilling in the Gulf Coast region, as compared with 115 on July 31, and 24 rigs up, as compared with 35 on July 31. Humble leads in new work, with 67 wells drilling and rigs.

WELLS COMPLETED IN AUGUST.

District—	Com.	Pdc.	Dry.	Abd.	Pdn.
Humble	26	15	*11	8	1440
Spindletop	8	7	1	1	422
Batson	22	17	5	5	955
Sour Lake	14	11	3	1	937
Saratoga	2	2	0	0	300
Dayton	1	1	0	0	15
Jennings	6	6	0	1	8340
Caddo	1	0	*1	1	....
Totals	80	59	21	17	12409
July record	75	60	15	32	6090
Difference	5	1	6	15	6319

*5 gassers at Humble and 1 and Caddo.

WELLS DRILLING AND RIGS.

District—	Drilling. July 31.	Drilling. Aug. 31.	Rigs. July 31.	Rigs. Aug. 31.	Total. Aug. 31.
Humble	59	55	13	12	67
Spindletop	9	8	5	0	8
Batson	15	14	4	2	16
Sour Lake	7	12	6	1	13
Saratoga	4	8	3	4	12
Dayton	7	4	1	0	4
Jennings	6	8	3	3	11
Caddo	7	8	0	2	10
Welsh	1	1	0	0	1
Totals	115	118	35	24	142
Totals July 31	...	..	..	..	150

HUMBLE.

COMPLETED.

Fondren 1, Barrett, 60 bbls.
Farrish 2, Hargraves, 10 bbls.
Try Again 2, Patterson, 10 bbls.
Lane & Bowler 1, Demerritt, 30 bbls.
West 2, Isaacs, 125 bbls.
Rucker & Hale 3, Charpiot, 30 bbls.
Producers' 44, Hargraves, 100 bbls.
Esperson 3, Herman, 250 bbls.
Harper & Co., 1, Wren, 30 bbls.
Producers' 44, Hargreaves, 100 bbls.
Ninety-Nine Pumping Co. 23, Latham; dry.
Herman & Co. 1, Herman; gas well.
Herman & Co. 2, Herman; gas well.
Sun Co. 23, Weed; gas well.
Sun Co. 26, Moore; gas well.
Eagle Eye 1, Isaacs; dry.
Kirk Hamil 3, Patterson; gasser.
Completed 17, producing 10, gassers 5, dry 2; new production 1,045 barrels.

DRILLING.

Kirk Hamil 1, Patterson; shut down.
Kirk Hamil 4, Barrett.
Cheek and others 1, Eckols; shut down; lost cable tools.
Decker & Paddock 1, Moore; shut down.
Tomlinson & Soden 1, Weed; shut down.
McKallip & Fondren 1, Rogers; second hole; lost first.
Guffey 1, Barrett of Strange; pulling casing.
Guffey 2, Barrett of Strange; puling casing.
Guffey 3, Barrett of Strange; shut down.
Cheek & others 1, Eckols; shut down; lost cable tools.
Starlight 4, Holmes; shut down.
Starlight 5, Holmes; shut down.
Ninety-Nine Pumping 24, Weingate of Adams.
Dean & O'Laughlin 1, Holmes; shut down.
Dean & O'Laughlin 2, Holmes; shut down.
Granberry & Smith 15, Herman; shut down.
Ward & Donoghue 1, Long; shut down.
Underwood 1, Hargraves; cable tools.
Devore 4, Herman; shut down.
West 1, Isaacs; shut down.
Fondren 9, Weed; shut down.
Beatty 21, Eckols; shut down.
Beatty 22, Eckols; shut down.
Cleveland 1, Dannebaum.
Donoghue & Hornbeck 1, Donlin.
Flynn & Hamil 1, Patterson; testing.
Rockybilt 3, Moore; testing.
Decker & Paddock 1, Adams.
Esperson 1, Long; shut down.
Esperson 2, Long; shut down.
Esperson 4, Herman.
Eckols 5, Eckols; shut down.
Harper & Co. 13, Wren; shut down.
Burt-McGaffey 5, Stevens; shut down.
Sun Co. 4, Isaacs; shut down.
Sun Co. 9, Gaffney; shut down.
Sun Co. 20, Moore; testing.
Sun Co. 21, Moore; shut down.
Sun Co. 24, Bailey.
Sun Co. 27, Weed.
Sun Co. 28, Bailey.
Hank O'Neil 9, Eckols.
Herman 22, Herman.
Herman 23, Herman.
Producers 46, Bering Cortes; stuck pipe.
Producers 47, Landslide; shut down.
Producers 49, Rogers.
Producers 50, Rogers; shut down.
Producers 51, Rogers.
Producers 52, Rogers; waiting standard rig.
Producers 53, Brockman.
Producers 54, Conway.
Producers 56, Landslide.
Producers 57, Fant & Freund.
Moonshine-Producers 10, Long; shut down.
Drilling 55.

RIGS.

Beatty 26, Eckols; old derrick.
Eckols 6, Eckols; old derrick.
Woods & Meadows 2, Moore; old derrick.
Fondren 2, Hoge; old derrick.
Middletown 3, Hirsch; old derrick.
Cheek & Benkenstein, Donlin.
Herman, 24, Herman; old derrick.
Producers 58, Conway; new derrick.
Producers 59, Brockman; new derrick.
Moonshine-Producers, 39, Fant & Freund; old derrick.
Producers 55, Rogers.
Sun Co. 22, Moore; old derrick.
Rigs 12.

ABANDONED.

Beatty 23, Isaacs; pulled casing.
Eagle Eye 1, Isaacs; pulled casing.
Ninety-Nine Pumping Co. 23, Latham; pulled casing.
Underwood 1, Isaacs; pulled casing.
Total abandoned 4.

NOTES.

Producers 48, Fant & Freund, reported last issue as on the Rogers.

SPINDLETOP.

COMPLETED.

Guffey 86, Gladys farm, 910 ft., 12 bbls.
Smith & Co. 6, Heywood lease, casing set 800 ft., 20 bbls.
Park, Lone Acre, about 900 ft., 30 bbls.
Cassie 8, next Higgins boiler house, about 900 ft., 40 bbls.
Completed 4, producers 4, dry none; new production 102 bbls.

DRILLING.

Arcola 1, block 33, yellow pine, about 900 ft., sanded.
Unity 24, Gladys City, block 33; shut down.
Bowles Bros., McFaddin, blew out, now bailing; about 700 ft. of oil standing in pipe; erecting standard rig.
Thresher & Davis, block 19, Gladys City; strainer set at 890 ft.
Guffey 90, Gladys farm; strainer set at 980 ft., will pull and go deeper.
Williams & Heilbron, old Beatty lease, 880 ft.; well erect pumping rig.
Smith & Co. 14, Heywood lease; casing set at about 800 ft.

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Guffey 91, Gladys farm, 592 ft. in hard rock, making 4 inches daily.
Drilling 8.

RIGS.

None.

DERRICKS.

Guffey 88, Gladys farm.

BATSON.

COMPLETED.

Guffey 71, Wing, 150 bbls.
Guffey 68, Wing, 75 bbls.
Guffey 41, Choate, 100 bbls.
Guffey 43, Choate, 75 bbls.
Guffey 44, Choate, 125 bbls.
Sun 19, Paraffine, 25 bbls.
Paraffine 26, Paraffine, 30 bbls.
Ada Belle, Moonshine, 6 1-2 acres; salt water.
Reliance 2, Heywood, 25 bbls.
Ennis, Middlebrooks, 75 bbls.
Ennis, Middlebrooks & Ashe, 40 bbls.
Completed 11, producers 10, dry 1; new production 720 bbls.

DRILLING.

Guffey 70, Wing.
Guffey 72, Wing.
Guffey 41, Choate.
Guffey 45, Choate.
Ennis, Middlebrooks & Ashe; drilling deeper.
Barkley, Drysdale.
Browning 6, State land.
Christian, Milholme.
Hefley & Edwards, Milholme.
Allison 5, Moonshine.
Turnbow, Paraffine.
Denman, Hooks.
Reliance 1, Lovet & Davis.
Sun 21, Paraffine.
Drilling 14.

RIGS.

Guffey 42, Choate.
Ada Belle 13, Honeymoon.
Rigs 2.

ABANDONED.

Ada Belle, Moonshine; salt water.

SOUR LAKE.

COMPLETED.

Texas 93, Texas farm, 80 bbls.
Texas 99, Texas farm; salt water.
Minor 19, Minor lease, 100 bbls.
Anderson and others 5, Sour Lake Oil Co., 10 bbls.
Anderson and others 6, Sour Lake Oil Co., abandoned.
Hankamer & Ayers 3, Heywood; salt water.
Gilbert 30, Gilbert; 35 bbls.
Ruth 1, Wirt Davis, 12 bbls.
Young 5, Sharp, 35 bbls.
Completed 9, producing 6, dry 3; new production 272 bbls.

DRILLING.

Texas 95, Texas farm.
Texas 100, Texas farm.
Texas 102, Texas farm.
Texas 98, Texas farm.
Terry 5, Wirt Davis; fishing.
Young & Anderson 1, Swayne; putting up steam head.
Young & Crosby, Wirt Davis.
Edna 1, Jackson.
Minor 20, Higgins.
Minor 21, Higgins.
Francis 2, Rodgers.
Biggs & Johnson 4, Heywood; shut down.
Drilling 12.

RIGS.

Ruth 2, Wirt Davis.

DERRICKS.

Texas 101, Texas farm.
Texas 103, Texas farm.
Keever & Watts 4, Hughes.
Rico 1, block C, Wirt Davis.
Sun 13, Glass.
Terry 1, Wirt Davis.
Derricks 6.

ABANDONED.

Anderson and others 6, Sour Lake Oil Co.

SARATOGA.

COMPLETED.

None.

DRILLING.

Paggi 3, Kirby 2 1-2 acres; setting strainer.
McLemore & Co. 1, Carney.
Saratoga 2, Hooks; gumbo.
Santa Fe 17, Santa Fe; cutting out 4-inch.
Rio Bravo 227; washing strainer.
Sun 35, Ogden; setting strainer.
Sun 34, Petty, 5 acres; rock.
Cotton, Youngacre; cleaning out Cole No. 2.
Drilling 8.

RIGS.

Rio Bravo 243, Rio Bravo.
Peerless 1, McShane.
Sun 36, Brice & Bradley.
Britton 1, Hopkins survey (old).
Rigs 4.

DERRICKS.

Saratoga 3, Hooks.

NOTES.

The Rio Bravo Oil Company's well No. 242 at Saratoga, which was reported a 225-barrel producer in the last number of the Journal, has made 500 barrels a day or more, flowing naturally, since it was brought in on August 3. This is the best well recently completed in the Saratoga field. Wells on the adjoining leases of the Daley Oil Company and Producers Oil Company have declined perceptibly since the No. 242 has been flowing.

Peerless Nos. 3 and 4 have been abandoned. The new location made by the Peerless people is known as No. 1. It is on the McShane strip.

Oil in stock at Saratoga on August 31 was estimated at 164,000 barrels, apportioned as follows: Rio Bravo, 10,000 barrels; The Texas Company, 35,500 barrels; J. M. Guffey Petroleum Company, 27,500 barrels.

DAYTON.

COMPLETED.

Andrews & Fox 1, section 125, 15 bbls.

DRILLING.

Trammel 3, Neizart; shut down.
Dayton 1, section 125; shut down.
Wilson & Bullard 2, Bradford; waiting on 2 1-2 inch pipe.
Sun Co. 16, West Liberty 10 acres, set 6-inch casing.
Drilling 4.

RIGS.

None.

HENRIETTA.

COMPLETED.

Root 5; 400 feet; 7 barrels.
Corsicana Pet. Co. 8, Reed-Winfrey; 400 feet; 8 barrels.
Corsicana Pet. Co. 2, Hunt Fee; 700 feet; 15 barrels.
Corsicana Pet. Co. 3, Hunt Fee; 400 feet; 8 barrels.
Corsicana Pet. Co. 4, Hunt Fee; 400 feet; 7 barrels.
Completed 5, producing 5, new production 45 barrels.

DRILLING.

Corsicana Pet. Co. 1, Joyce; 200 feet.
Corsicana Pet. Co. 1, Smyers; 800 feet.
Clayco 2, Lochridge, 1,300 feet in gray shale.
Clayco 1, Runge; standing.
Sun Co. 1, Landrum; 800 feet.
Producers 1, Byers Bros.; 800 feet; waiting for pipe.
Pioneer 1, 1,100 feet; standing.
Petrolia 1, Reed-Winfrey; fishing.
Corsicana Pet. Co. 5, Hunt; setting 4-inch at 735 feet.
Corsicana Pet. Co. 6, Hunt; 200 feet.
Drilling, 10.

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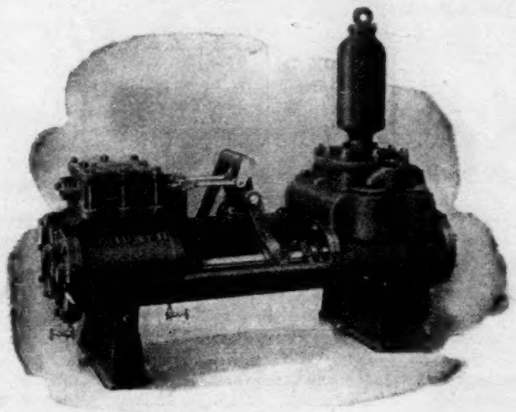

It has heavy cast iron liners, easily removable; suction valves are in separate chambers, easily accessible; removal of the fluid end cap exposes all discharge valves; air chamber removable; fluid end pistons have expansion rings; levers are fitted with roller bearings; the renewal of the rollers saves the constant supplying of the levers and cross heads; no valve bolts in this pump to break; companion flanges with all flanged openings, and a full set of wrenches with each Pump; all parts absolutely interchangeable.

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MISSION FIELD, NEAR SAN ANTONIO, BEXAR COUNTY.

The Mission Oil Company has sold the output of its wells on the Columbia Live Stock Company's property, ten miles south of San Antonio, to the San Antonio Water Company, the price being $1 a barrel at the wells, or $1.30 a barrel delivered. The oil is now being hauled to San Antonio in 16-barrel tank wagons. The Mission Company estimates its stock on hand at 3,000 barrels. Operations in the Mission field are taking on an active aspect. The Mission Company is down 500 feet in its No. 3, one location west of its No. 2, the well which is furnishing the bulk of the company's production. Across the creek to the south on the Walsh ranch, the Walsh Oil Company, composed of H. T. Staiti and others, is drilling. The Walsh Oil Company also has a derrick on the Columbia Live Stock Company's land, about 2,400 feet northeast of the Mission No. 2, and another derrick on the Linn, about 1,800 feet southwest of the Mission No. 2. Less than a half mile west on the Josey land a rig is being set up. Nash and others are drilling on the Walsh ranch, over a half mile southwest of the Mission No. 2 The Mission No. 1 is about one mile northeast of the No. 2. The Walsh Oil Company's location on the Columbia live stock ranch, and location made by Hamil and others on a 200-acre lease of the Columbia land, are between the Mission No. 1 and No. 2.

PIEDRAS PINTAS, DUVAL COUNTY.

The sensational reports concerning a 5,000-barrel gusher at Piedras Pintas, Duval County, Texas, were based upon a blowout in the Lawson & Cleary No. 1, which is being deepened. The well gushed oil and water for about four hours and then choked up. It is 1,005 feet deep and is now being bailed. During the time that it flowed it is estimated that the well made 75 barrels of oil, the remainder of the fluid being water.

The Lawson & Cleary No. 2 is producing spasmodically and making 400 to 500 barrels a month.

The following wells are drilling: Border Oil Company No. 1, down 470 feet in shale and gumbo; Border Oil Company No. 2, down 650 feet and in rock; Border Oil Company No. 3, down 150 feet; Ada Oil Company No. 1, in hard rock at 500 feet.

JENNINGS.

COMPLETED.

Jennings-Heywood Oil Syndicate 37, Fee Simple, 2,500 barrels with air.

Jennings-Heywood Oil Syndicate 38, Fee Simple, sanded.

Producers 15, Latreille 40 acres, 2,000 barrels.

Mattison 1, 240 barrels.

Completed 4, producing 4, new production 4,470 barrels.

DRILLING.

Producers 11, 16, 17, Latreille tract.

Producers 14, Latreille 40 acres (drilling deeper).

Haifleigh 3, Latreille tract.

Duson & Lyons, King tract, lot 4.

Crowley Oil & Mineral 32, Crowley farm.

Getty 1, Clemont tract (drilling deeper).

Drilling 8.

RIGS.

Thiaux 1, Latreille tract.

Producers 18, Latreille tract, to offset Jennings-Heywood Oil Syn. 38.

Jennings-Heywood Oil Syn. 41, Fee Simple tract.

Rigs 3.

PRODUCTION.

	Bbls.
Producers Oil Co	7,500
Orion Oil Co	300
Shippers No. 3	600
Guffey	850
Evangeline Oil Co	600
Zigler & Rowson	900
Chicago-Jennings	250
Jennings Oil Co	75
Benckenstein & Frere	50
Haifleigh Oil Co	150
Mattison Oil Co	240
Heywood Oil Co	850
Crowley Oil & Mineral Co	1,400
Duson & Lyons	30
Jennings-Heywood Oil Syn	6,000
Total	19,795

NOTES.

Jennings-Heywood Syndicate No. 38 is on the syndicate's fee simple tract, directly west of the Producers' Oil Company's new wells on the Latreille 160 acres. It made a flow of oil for four hours, producing at the rate of 200 barrels an hour, and then sanded up. This well demonstrated the presence of oil on the west side of the Producers' lease and that company immediately erected a rig for its No. 18 well, offsetting the syndicate's No. 38.

Producers' No. 14, which is classified as a drilling well in the above report—prepared August 31—came in on September 1, and is making over 5,000 barrels of oil and about 5 per cent water. This is now the finest well in the Jennings field. It is located in the northwest corner of the Houssiere-Latreille 40 acres. The Producers' No. 15, near the No. 14, is making over 2,000 barrels. The production of the Producers' Oil Company at Jennings now exceeds 10,000 barrels a day.

Getty No. 1, on the Clemont tract, in the old field, came in on September 2 and is making 5,000 barrels of fluid, of which 10 or 15 per cent is oil. This well demonstrates the presence of a sand in the Jennings field that is deeper than anything yet developed. The oil in the Getty No. 1 is coming from a depth exceeding 2,400 feet. F. I. Getty, who drilled it, is the manufacturer of the Getty strainer, in use in all the Jennings wells. He has always contended that a deeper sand would be found, and to demonstrate the correctness of his theory he drilled the old Getty No. 1 deeper, with the result above stated. It is believed that a leak in the casing is responsible for the large flow of water. The well is being operated with compressed air.

CADDO.

COMPLETED.

None.

DRILLING.

Townsite 1, Richardson.

Producers 2, Heilperin & Liebman; operations suspended.

Caddo Gas & Oil 2, Smith; in shale.

Dixie 1, Dickson; operations suspended.

Dixie 2, Glassell.

Richardson & Hughes 1, Pitts; in rock.

Daniel & Alday 1, Watkins; in shale.

Producers 1, Black Bayou; hard shale.

Drilling 8.

RIGS.

Big Four 2, Guy, 5 acres.

Hunter 4, Caddo Oil & Mining.

Rigs 2.

WILD CAT NOTES.

H. R. Decker of Houston is drilling a test well near Bryan, in Burleson County, Tex. He has secured a large body of land in fee and has also leased considerable land.

The Wilfert Developing Company has been organized at Eunice, La., to sink a test well near that place. William P. Wilfert and Paul Bauer of New York are among the incorporators.

The test at Raceland, La., has been abandoned at 2,500 feet, and the Guffey Company, which drilled it, has moved the rig to the Jennings field, where a well will be sunk on the King tract, south of the new wells of the Producers Oil Company.

The Higgins Oil & Fuel Company is setting up a rig a mile and a half north of Edgerly, La., and will drill a test. Pronounced gas seepages occur in this locality.

It is reported that the Guffey Company has a good showing in its prospect hole on the Smith place at Barbers Hill. This well has been in hard rock for several weeks and slow progress has been made on it. The formation in which oil is showing will be tested before drilling is resumed.

The Sun Company has acquired a large body of leases in the Jesse Devore league and in other surveys in Liberty County west of Sour Lake and south of the Frisco's new line between Beaumont and Houston. No particulars are forthcoming, but it is evidently the intention of the company to drill several test wells.

Eight miles north of Hardin, on the new Frisco line, and northeast of Liberty, some purchases of land have been made recently, and it is given out that the property will be tested for oil. The location is some two miles southeast of Davis Hill, where considerable prospecting has been done. Oil has been found at Davis Hill, but a producing well has never been completed.

It is reported that a test will be sunk near McLanahan's Springs, ten miles north of Hemphill, in Sabine County.

A test is being drilled in Grimes County, near Lamb Surings, where the Producers' Oil Company drilled several tests two years ago.

The American Sulphur & Oil Company's well, south of Liberty, is in hard rock. This test is being sunk especially for the purpose of locating sulphur deposits, if any exist in this locality.

NEW TEXAS CORPORATIONS.

The Stella Oil Company of Beaumont; capital stock, $5,000; incorporators, J. R. Caston, H. J. Halliday and D. M. Caffall.

The Paggi Brothers Oil Company of Saratoga, Hardin County; capital stock, $10,000; incorporators, Edward and Charles Paggi and Winslow Robinson.

OIL AND ASPHALT IN ATHABASCA PROVINCE.

Joe Considine of The Texas Company has received a copy of the Yakima (Wash.) Daily Republic, containing interviews with J. S. Fenn of Yakima and J. W. Frank of Reno, Nev., on the oil prospects of Athabasca Province, British Columbia. Mr. Fenn is general manager of the Athabasca Oil and Asphalt Company, which has a number of claims staked off in the Athabasca country. He is quoted as saying that his company will send eight men into Athabasca to drill two test wells. He hopes to find pay sand at less than 1,000 feet. Mr. Frank is quoted as follows:

There is enough asphalt in the open, inside a square of ground on the Athabasca River, to pave the streets of all of the cities in the world, and it can be manufactured at a small cost. All the country needs is railways, and capital will flow for the exploitation in its immense resource.

For miles along the bank of the Athabasca the asphaltene bubbles up through cracks and fissures in the lime rock formation, and permeates the sand as far as eye can see. Rich crude oil in places breaks through the hard surface and runs down the hillside in streams from the black, murky springs. Natural gas is one of the potent features of the development of the country and is being used for operating machinery of all kinds.

In one place, where a well has been drilled by the government to ascertain the deposits and formation of the ground, the Indians camped about Pelican portage have set the gas on fire. The light burns up brightly about thirty feet, and is considered by the Indians as a sort of good omen. In the springtime, when the river rises over the well, the flame is extinguished and the well filled with debris and sand. Then it is that the tribe is silent, for they are not watched over by their pillar of fire. As soon as the water recedes, the gas is again lighted.

SHIPMENTS OF OIL FROM PORT ARTHUR

DATE	RIG	NAME OF VESSEL	LOADED BY	CONSIGNEE	DESTINATION	GRADE	CRD. BBLS.	R'F'D BBLS
Aug.								
15	Barge	No. 92	The Texas Co.	Standard O. Co.	New York City	Refined		31,134
16	Ss.	Northwestr'n	"	The Texas Co.	Del. Rly. Sta.	Crude	21,782	
16	"	"	"	"	"	Bunker	1,622	
16	Barge	Clarke No. 1	"	"	Galveston	Crude	2,867	
21	"	"	"	"	"	"	2,997	
21	Ss.	Northtown	"	Standard O. Co.	New York City	Bunker	772	
21	Barge	Allegheny	Gulf Ref'g Co.	Gulf Ref'g Co.	Gretna, La.	Refined		4,097
22	"	Conemaugh	"	"	Baltimore, Md.	Crude	16,585	
23	Ss.	J. M Guffey	"	"	Beverly, Mass.	Refined		15,081
23	"	"	"	"	"	Crude	5,783	
23	"	"	"	"	"	Asphalt		773
24	"	Pectan	"	For Orders	Dover, Eng.	Refined		63,364
24	"	A. F. Lucas	"	"	New York	"		42,979
25	Barge	Spindletop	"	"	Galveston	Crude	3,902	
26	Ss.	Suram	"	"	London, Eng.	Refined		35,968
27	"	Northman	The Texas Co.	The Texas Co.	Baltimore, Md.	Crude	21,950	
27	"	"	"	"	"	Bunker	1,652	
28	Barge	Allegheny	Gulf Ref'g Co.	Gulf Ref'g Co.	Tampa, Fla.	Refined		4,251
28	"	Conneaut	"	"	Pt. Tampa	Crude	17,160	
28	"	"	"	"	"	Refined		60
28	Ss.	Larimer	"	"	Gibsons Point	Crude	19,545	
28	"	"	"	"	"	Refined		12,318
28	"	"	"	"	"	Asphalt		1,000
31	Barge	Mingo	"	"	"	Refined		4,097
31	Ss.	Winifred	"	"	"	Crude	10,735	
31	"	"	"	"	"	Refined		10,669
31	"	"	"	"	"	Asphalt		500
							127,352	226,291
Miscellaneous dock deliveries by the Gulf Refining Co. to tugs and barges, Crude							705	
Miscellaneous dock deliveries by The Texas Company to tugs and barges, Crude							2,583	
For last half of August							130,640	226,291
For first half of August (itemized in last issue)							112,656	199,089
TOTAL BARRELS FOR MONTH OF AUGUST							243,296	425,380

SHIPMENTS OF OIL FROM SABINE*

DATE	RIG	NAME OF VESSEL	LOADED BY	CONSIGNEE	DESTINATION	GRADE	CRL. BBLS.	R'F'D BBLS.
Aug.								
21	Ss.	Toledo	Sun P. L. Co.	Sun Co.	Marcus Hook	Crude	21,000	
23	Barge	No. 94	Security Oil Co.	Standard O. Co.	New York	Refined		46,971
24	Ss.	Northtown	"	"	"	Crude	21,574	
24	"	Sun	Sun P. L. Co.	Sun Co.	Marcus Hook	"	48,210	
25	"	Paraguay	"	"	"	"	18,510	
27	Barge	Spindletop	H. O. & F. Co.	Guyton & Co.	Galveston	"	4,520	
29	Ss.	Roma	Sun P. L. Co.	Sun Co.	Marcus Hook	"	28,067	
							141,881	46,971
Miscellaneous dock deliveries by the Higgins O. & F. Co. to tugs and barges							1,431	
For last half of August							143,312	46,971
For first half of August (itemized in last issue)							72,614	55,318
TOTAL BARRELS FOR MONTH OF AUGUST							215,926	102,289

*This table includes shipments from Sabine Pass, Texas.

THE TEST WELL AT RUSTON, LA.

RUSTON, LA., August 23.—Special.)—The Ruston Oil & Development Company's test well on the Ruston, La., Waterworks lot has reached a depth of 1,879 feet, the last 400 feet is gray, shaley clay, interlaid with sandstone and thin layers of limestone. Above 1,500 feet showings of oil were reported in five places. At 785 feet a streak of pay was found, estimated to be good for 5 to 10 barrels a day. At the same depth oil was discovered in the city water well, and before it was cased off about 10 barrels came out on the water, also gas with the odor of oil. This created excitement and made it difficult to secure land. Money was at once raised to go after the oil. L. B. Clifford of the L. B. Clifford Well Company is drilling the well.

Ruston is on a high hill, being 180 feet higher than the surrounding country. On the lower ground oil seeps have been found in several places, and in some of the dug wells in town at 18 feet in a black shale, oil is found that spoils the wells for drinking water.

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BEAUMONT IS ALL RIGHT.

A report has recently been circulating among insurance journals to the effect that the conflagration hazard at Beaumont, Tex., is considered serious. W. A. Steddy of the National Supply Company noted the paragraph in "Rough Notes" and made inquiry of their representative at Beaumont as to the facts. He has favored us with the reply received, which is as follows:

"Dear Sir—Replying to your letter of recent date in reference to Beaumont fire hazards, will state that the dope taken from insurance papers, upon which you based your observation, was evidently like the report of Mark Twain's death, 'greatly exaggerated.' In conversation with the manager of one of the leading companies I learn that representatives of various companies have visited Beaumont recently and all have expressed themselves as very highly pleased with the situation as viewed from insurance company standpoint. Furthermore, that all the companies have made no move to advance rates, but on the contrary the probablities are that there will be a material reduction in the next year or two. The city just recently voted favorably on a bond issue to provide for the erection and maintenance of three additional fire stations. This, when they have been completed and equipped, will enable Beaumont to move up to the position of a city of frist class.

"Beaumont is enjoying a steady, substantial growth, and unquestionably is the best town of its size in the South. Its location in reference to railway and water transportation makes it in the estimation of a great many conservative judges the most natural location for a large town west of New Orleans; at least, it has the prospect of becoming the greatest exporting point on the gulf coast with the possible exception of Galveston. I know of no other town in the United States which has gone through an oil boom without a relapse and maintained the healthy growth the way Beaumont has."—Rough Notes, Indianapolis, Ind.

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Sixth Year.

HOLLAND S. REAVIS, Editor.
BURTON E. NEWCOMB, Business Manager.

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Houston, Texas.—Brazos Hotel News Stand. Bottler Bros., 410 Main Street; Heaton & Polk, Capitol Pharmacy, opposite Rice Hotel.

Galveston, Texas.—Chas. Daferner, 2111 Market Street; E. E. Block, Twenty-third and Postoffice Streets.

Humble, Texas.—Heaton & Polk.

Sour Lake, Texas.—Hooks Drug Store.

San Antonio, Texas.—Louis Book & Cigar Company, 521 East Houston Street.

Saratoga, Texas.—J. P. Collins.

Henrietta, Texas.—Postoffice News Stand.

New Orleans.—O. E. Hill, 108 St. Charles Street.

Shreveport, La.—Robbins & Browne, Phoenix Hotel.

Tulsa, I. T.—Robinson Hotel News Stand; Hannon's Book Store; City Book Store.

Muskogee, I. T.—Turner Hotel News Stand. Katy Hotel News Stand.

Kiefer, I. T.—M. O. Stephenson.

Okmulgee, I. T.—Postoffice Book Store.

Independence, Kan.—Carl Leon News Stand.

Chicago, Ill.—Postoffice News Company, 176 Dearborn Street.

INTERSTATE TRANSPORTATION BY PIPE LINES.

The first tariff to be filed covering the interstate transportation of Indian Territory crude petroleum by pipe line to Texas was issued on August 24 by The Texas Company, putting into effect on September 1 a rate of 25 cents a barrel on oil shipped from the Glenn pool to West Dallas and Eleanor, Texas, the latter being the point where The Texas Company's pipe line crosses the Gulf, Colorado & Sante Fe Railroad, about ten miles south of Dallas. The lowest rail rate on shipments of Glenn crude to Texas is 46.2 cents a barrel. The cost of gathering or loading the oil at the point of shipment is not included in either rate. For this service The Texas Company has fixed a charge of 20 cents where the distance is 15 miles, 15 cents where it is less than 15 miles and more than 10 miles, and 12 1-2 cents where it is less than 10 miles.

In compliance with the amendment to the interstate commerce law of 1887 adopted by the last Congress, making pipe lines that are common carriers, in respect to interstate business, subject to the provisions of that law, a copy of The Texas Company's tariff was filed with the Interstate Commerce Commission. Additional tariffs, covering transportation through to the Gulf Coast, will be put into effect by The Texas Company when it completes its trunk line to Humble, joining the present system there and affording pipe line transportation through from the Glenn pool to Port Arthur. The Gulf Pipe Line Company, which has completed the laying of its 8-inch line from the Glenn pool to Sour Lake, where it connects with the Gulf Company's lines leading to Port Athur, will file a through rate within a few days.

The text of the tariff posted by The Texas Company and the regulations accompanying it will be found in full elsewhere in this number of the Oil Investors' Journal. As the pipe lines are dealing with an entirely new question in endeavoring to comply with the law of 1906, making those that are classed as common carriers subject to the provisions of the interstate commerce act, this tariff and the regulations are of interest to all who are engaged in the oil business, and especially to producers operating in the Glenn field.

To apply the provisions of a law, framed exclusively to cover the transportation of passengers and commodities of all sorts by rail, or by rail and water, to the transportation of petroleum by pipe line is rather a broad proposition. This fact is recognized by the Interstate Commerce Commission and by the heads of the Government departments who will have to deal with the matter. The amendment placing pipe lines under the law is embodied in section 1. Originally this section read: "* * * the provisions of this act shall apply to any common carrier or carriers engaged in the transportation of passengers or property wholly by railroad (or partly by railroad and partly by water when both are used under a common control, management or arrangement for a continuous carriage or shipment) from one State or Territory of the United States, or the District of Columbia, to any other State or Territory of the United States or the District of Columbia." The section was amended by inserting the clause covering pipe lines, as follows: "* * * the provisions of this act shall apply to any corporation or any person or persons engaged in the transportation of oil or other commodity, except water and except natural or artificial gas, by means of pipe lines, or partly by pipe lines and partly by railroad, or partly by pipe lines and partly by water, who shall be considered and held to be common carriers within the meaning and purpose of this act, and to any common carrier or carriers engaged in the transportation of passengers or property wholly by railroad, etc."

Commenting on the pipe line amendment, F. N. Judson, an authority on interstate commerce law, says: "Some of the provisions of this act are made specifically applicable to railroads only, and others from their nature are clearly applicable only to railroads. As to owners of pipe lines who are not common carriers—that is, who do not do business for the public as such and who use their pipe lines solely for the interstate transportation of their own products, the clause is of doubtful application and validity."

Mr. Judson thus sums up the situation in a very few words. Pipe line transportation is similar to railroad transportation in the fact that a commodity is received and delivered, but in the manner of its receipt and delivery, the facilities for receiving and delivering and the possibility of delivering the identical article that is received, the two systems of transportation are wholly dissimilar. The pipe line transports its commodity in one direction. Unlike the railroad, it is unable to put in sidings that will permit the transportation of freight in both directions.

It is also manifestly impracticable for a pipe line to deliver the identical oil that it may receive for transportation. In the case of the Gulf line from the Glenn pool to Sour Lake it will require 125,000 barrels of oil to fill the pipe, and to operate the line from end to end it is necessary that it be full of fluid. To require the pipe line to deliver the identical oil received by it would mean that if a tender of 25,000 barrels were made it would have to go through separate from any other oil. If the pipe line company could afford to do business only for others, and to do it in small lots, such a scheme might work out all right; but where there is an investment of $5,000,000 to $7,000,000 in the line and its accessories the owners would be courting bankruptcy to attempt the delivery of identical oil.

Another point of difference—and this a very wide one—between pipe lines and railroads in the manner of delivery. A car of freight may be set out at any siding along a line of railroad, or freight may be unloaded from the car at any point on the main track, whereas oil calls for special facilities in the way of tankage, and the owner or shipper must be prepared to take care of it at the destination. It would be as unfair to require a railroad to provide storage for an indefinite period for all freight delivered to it as it would to ask a pipe line to store oil delivered to it for transportation until the shipper is ready to receive it at the destination.

The pipe line companies are anxious to have the law reasonably and definitely interpreted in its application to them because they want to know "where they are at." As the matter now stands it is an untried proposition, and until it is worked out in practise it will remain a somewhat nebulous question. It goes without saying that difficulties will be encountered in endeavoring to apply a law, framed specifically for railroad transportation, to pipe lines.

In his talk at Tulsa recently, when he met the producers of the Mid-continent region, Secretary of the Interior Garfield, whose department has supervision over pipe lines in the Indian Territory, indicated his opinion when he said, in effect, that the application to pipe lines of the law governing common carriers was a new idea and that it remained to be seen whether conditions would be bettered by the efforts of Congress and the Government to regulate pipe line transportation. He added that results sometimes do not come up to expectations, and that no one should be disappointed if the results in this case failed to materialize as expected. Producers were thus warned, in so many words, not to expect too much from something that is as yet in an experimental stage.

If you have a vote in Beaumont, cast it on September 10 for the commission form of government.

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FIRST REPORT OF WATERS-PIERCE RECEIVER.

The first monthly report of Chester B. Dorchester, receiver for the Waters-Pierce Oil Company in Texas by appointment of the Federal Court, has been filed with the court at Sherman. The itemized inventory shows properties of the Waters-Pierce Company of the value of $1,202,299.15 now in his hands as receiver. He does not list the company's tank cars, giving as his reason that they are so constantly on the move that it is difficult to make an exact statement concerning them. He estimates, however, that their value is between $30,000 and $50,000. The report contains all items as to receipts and expenditures in the month from July 19 to August 19, and it appears from the figures submitted that the business during this time was greater than ever before in a similar period. The Waters-Pierce Company has 233 agencies in the State of Texas. The receiver's report is based on the reports received from these agencies.

GENERAL ATTORNEY AUTRY TO LOCATE IN HOUSTON.

J. L. Autry, general attorney for the Texas Company, will be located at Houston after September 15. During the past five years he has had headquarters in Beaumont. He will occupy offices in the Kiam building in Houston until the new Stewart building is completed next winter. A. L. Beaty, late of Sherman, Texas, has been retained as attorney for the Texas Company at Dallas, with offices in the Wilson building. Mr. Beaty was president of the Texas State Bar Association last year.

AMENDED KENNEDY LAW NOW IN FORCE.

The amended Kennedy law went into effect on August 11. Under the provisions of the statute as it now stands a tax of one-half of one per cent is imposed on all crude petroleum produced in Texas, the value to be figured on the basis of the market price. Other branches of the industry are subject to heavier taxation, pipe lines paying two per cent and wholesalers two per cent on gross receipts. The first payment under the new law will be due in October.

On the Union Oil Company's Hartnell lease in the Santa Maria district, California, the wells are from 2,700 to 3,800 feet deep. The deepest producing wells in the Gulf Coast region at Jennings and Caddo, La., are less than 2,500 feet. It is not uncommon to find from 500 to 1,000 feet of oil sand in the California field, whereas 100 feet is considered a rich pay in the Gulf Coast region.

C. L. Wallis, president and general manager of the Higgins Oil and Fuel Company, has gone to Europe to join his family. After a tour of the continent he will return with his wife and daughters to Beaumont in October

---

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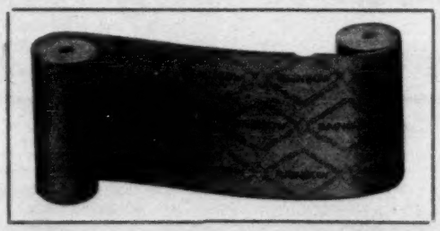

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INTERSTATE COMMERCE COMMISSION STUDYING PIPE LINES.

WASHINGTON, September 1.—(Special.)—The investigation which the Interstate Commerce Commission is conducting into the business of the pipe lines of the country is going ahead steadily. It will be some months before it is completed, but indications are it will be finished and the report upon it made in time so that the commission can take action upon it the coming winter. A special agent of the commission has been in the field for about two months and has gone over the Appalachian oil region pretty thoroughly. The pipe line business in the other oil fields of the country has yet to be studied.

The commission has considerable information about the pipe lines, as the result of the sending out of special report blanks January 23 of this year, to be answered by March 15. Still, there is much information that is lacking. As the result of the investigation now going on, a pipe line map for the United States will be prepared and the commission will be fully informed as to the conditions under which the pipe line concerns are doing business, to the end that it may prepare regulations for the better enforcement of the law making pipe lines common carriers.

It has been found in the Appalachian oil region that the pipe lines are doing business as common carriers on interstate business, but the fact they are doing it on interstate traffic will probably be accepted by the commission as a reason why a general common carrying business in handling oil through pipe lines in an interstate way could be done if the proper regulations were made to govern this traffic.

Treasury Department officials report symptoms of increased production of denatured alcohol. The August figures are slow in coming in to the department, but those thus far in show an enlarged output. The officials are looking for quite a marked increase after September 1, when the new law and regulations go into effect. The July production was light. It amounted to 105,848 gallons of completely denatured and 48,649 gallons of specially denatured, a total of 154,498 gallons.

Independent oil men have stirred up a row at the Navy Department within the last few days over the bids for supplying the lubricating oils required by the navy. Bids were opened for 794,000 gallons of oil by the Bureau of Supplies and accounts, and the Vacuum Oil Company of New York was the lowest bidder on all but two classes. This company is looked on as affiliated with the Standard and several days before the bids were opened the independent companies complained to the department that they were being discriminated against by the stringent specifications. They said the specifications made it impossible for them to compete with the Standard Oil Company and there were intimations that they were drawn with that intent. The department officials insisted that it had been necessary to make the specifications stringent and Secretary Metcalf had done so by reason of the fact that the navy had been getting unsatisfactory oil in the past. The officials strongly denied there had been any other purpose in the making of stricter specifications than usual than to secure the best lubricating oil possible. It was also said that considerable damage had been done to the machinery of the warships in the past by use of poor oil. Five classes in all were advertised for by the department and on three the Vacuum Company was lowest and on two the E. F. Houghton Company of Philadelphia.

Speaker Cannon has been heard from here lately on the subject of what Congress will do the coming winter and has made it plain that he will stand out against any legislation that will tend to upset business. The Speaker has made it pretty clear that he is not in favor of any new radical legislation against the corporations and the railroads. He thinks it a time for calmness and says the country will hold the Republican party responsible if it does not conduct things with an even keel at this juncture. Inasmuch as the Speaker will organize the next House and name the committees, thus dominating the course of legislation in that body, his sentiments are considered of much moment and have been heartily approved by conservative business interests. The Speaker has made it fairly definite that he will stand in the way of some of the President's recommendations for national control of corporations and stricter control of railroads, and the indications are good for a clash between him and the Chief Executive.

J. S.

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DEVELOPMENTS IN THE CALIFORNIA OIL INDUSTRY.

San Francisco, Aug. 28.—(Special)—Articles of incorporation of the Associated Pipe Line Company have been filed with the Secretary of State. The directors of the new company are E. E. Calvin and W. F. Herrin of the Southern Pacific Railway Company and W. S. Porter and Frank H. Buck of the Associated Oil Company, G. L. King making the fifth. Practically all of the capital stock is held by W. S. Porter and W. F. Herrin, the other three directors being accredited with but 10 shares each. The total capital stock of the company is $7,000,000.

The Associated Pipe Line Company will construct an 8-inch line between Bakersfield and the Carquinez Straits, work having already begun on the same. Contracts for the ditch, pumps and boilers have been let and the pipe is arriving daily at Bakersfield, at which end of the line work will be commenced. The pipe will all be rifled, or corrugated, making a system similar to that in operation between Bakersfield and Delano, where the inventor carried on his experiments for several months last year. The principle of the new line is to transport the heavy oils such as that of the Kern County fields by running the water into the line at the same time, keeping the oil from coming in contact with the pipe. This is accomplished something in the following manner: The rifled pipe is filled with water, then the oil is turned in through a smaller pipe into the center of the large pipe which, by means of the water taking the rifling of the pipe and revolving slowly, carries along with it the core of oil. The pressure being maintained equally on both oil and water the whole mass passes on through the pipe, revolving slowly, the oil always in the center and away from the pipe.

The inventor of this system of pumping sold his patent for $40,000 and a lucrative position with the company that will put it into operation. At the time the experiments were made 12,000 barrels daily were pumped 32 miles without intermediate stations and it was convincingly shown that a much greater amount could be carried in a specified period of time by placing the stations somewhat nearer together and having the pipe rifled while hot at the factory instead of the cold process used in the experimental line and which caused several breaks in the line, which allows the current of oil to stop and settle to the bottom, where it gummed the pipe and caused no end of trouble. This is the only difficulty to overcome in the operation of the corrugated system, but is not likely to occur except in case of a break in the pumps or in the line. In case it is necessary to shut down, the stream of oil is shut off and the water continued until the oil has been run out of the other end, then the line is full of water and ready to commence pumping again.

CONTRACT FOR 10,000,000 BARRELS OF FUEL OIL.

The most important oil contract consummated in the State for a long time is that of the San Pedro, Salt Lake and Los Angeles Railway with H. A. Blodget of Bakersfield, which calls for a total of 10,000,000 barrels, to be delivered over a period of five years at an average price of 41 cents per barrel, the railroad company to take the oil from the wells at this figure and guarantee transportation. Approximately 5,000 barrels daily will be required to fill the contract, which is the maximum production of the Sunset district from which the oil will be spplied.

This contract is of great importance to the oil industry of the State. It will not only give a market to every barrel of oil that can be produced from the Sunset field, but by disposing of this large amount puts the industry into the healthiest condition in its history. Outside of the Sunset district there is no surplus oil in the State, and a material advance in both the price of oil and land is looked for in the near future. H. A. Blodget is one of the pioneer oil men of the Sunset district, and his holdings there fully guarantee the amount of oil necessary to fill the enormous contract.

At the present time the railroad interests consume practically one-half of the State's output of oil, or about 17,000,000 barrels annually. The Western Pacific, now building, will take a large additional quantity of oil, and new fields will have to be discovered and those already known developed rapidly to keep pace with the demand. The price of oil at the wells has already trebled in the past two years and dollar oil is freely predicted in oil circles.

FUEL OIL ONE OF THE STATE'S GREATEST RESOURCES.

The present condition of the California oil industry is a great contrast from what it was in the year 1864, when oil was first struck in the State. At that time General Phineas Banning, Robert C. McPherson and associates drilled a well in the Pico canon, Southern California. The first well was sunk to a depth of 400 feet, where the tools stuck. A second hole was put down and a heavy asphalt oil struck at a depth of 450 feet. It was too heavy to be pumped and the second well was abandoned. Several attempts were made to secure oil after this, but it was not until about 1892 that there was any great showing. Now practically 90 per cent of the motive power of the State is generated by California fuel oil and distillate. Thirty-seven tank steamers are used in the California oil trade, and many of the steamers plying upon the Pacific have adopted oil fuel and look to California for a supply.

THE PANAMA PIPE LINE.

It is stated that within sixty days the Union Oil Company of California will be delivering California oil in the city of New York and other Atlantic ports for fuel purposes. It is said that several lucrative contracts have already been consummated and oil burners are being installed. This oil will be transported across the Isthmus of Panama in the 8-inch pipe line of the Union Company, which is already in operation. Oil has been delivered to the Canal Commission for nearly a year in this manner, the line being tapped at convenient points and laterals laid to the points of consumption. The Panama Railway is supplied in the same manner. It is said that the Atlantic contracts above referred to will call for several thousands of barrels monthly.

The Associated Oil Company has purchased the controlling interest in the Shreeves Oil Company of Coalinga. This company has one well drilled in but has not got the water shut off as yet. It is located very close to the Lucile well, which came in several months ago at 700 barrels, and which proved up a vast territory formerly considered extremely speculative. That the Associated Oil Company is looking for all the good land it can get at reasonable prices is now conceded. It must have plenty of good oil land to enable it to maintain its production and fill its large and increasing contracts.

STANDARD'S NEW PIPE LINE.

The 8-inch pipe line of the Standard Oil Company between Bakersfield and Midway has been completed, two 35,000 barrel tanks erected, all necessary buildings for the initial station constructed, and the system made ready for business. Several runs of oil have been made and the line found to be in good condition. This will connect with the Standard's 8-inch line between Bakersfield and Point Richmond, which will now be used for the lighter oils from the west side Kern County fields. The Standard is constructing a line into the McKittrick field and it is believed that the two lateral lines will collect enough oil to keep the main line working to nearly its full capacity. The rifled line of the Associated Pipe Line Company, which will be completed in about nine months, will doubtless be depended upon to take care of the Kern River production, now amounting to about 32,000 barrels daily, the two systems furnishing adequate transportation facilities for the entire Kern County production.

THE NEW REFINERY AT OIL PORT.

The plant of the California Petroleum Refineries, Limited, an English corporation, has reached completion and the finishing touches are being put on. The first run of oil should be made by the first of September or soon afterwards. This refinery is located on San Louis Bay at Oil Port, near Port Harford. It is the second in size and capacity in California, the largest being the Standard Oil Company's plant at Point Richmond. The new plant is one of the few large independent refineries in the United States, and, inasmuch as its location at tidewater gives it the natural advantage of water transportation, it is in a position to withstand competition from any source. The enterprise is the result of oil discoveries made in the Santa Maria field. Following the finds of the Western Union Oil Company, the Graciosa Oil Company, in which Phillips Brothers, H. J. Crocker, Henry Liebes and others were interested, commenced business, and a fine well was secured. Market conditions were not favorable to the new company, so the organizers interested English capital and a pipe line and refinery were built. Among the first moves of the California Petroleum Refineries, Limited, was the securing of large and lucrative contracts with the Toyo Kisen Kaisha (Oriental Steamship Company) which will adopt the use of oil fuel in the very near future. Other valuable Japanese contracts were also secured. This puts the company on a sound footing from the very start. Delivery stations will soon be

erected at San Francisco and the Japanese liners will be enabled to take on fuel there for the round trip.

Some idea of the size of the plant can be gained from the fact that 2,000 tons of cement, 3,000,000 bricks and other material in proportion were used in the construction of the same. A 32-mile pipe line now connects the producing property with the refinery (the producing property has about 14 producing wells of large capacity). Ample storage capacity has been erected at the refinery end of the line. A 16,000 foot pier, to the end of which oil will gravitate from the refinery and from the storage tanks, affords the company ideal shipping facilities for both the crude and the refined product. The initial capacity of the plant is 8,000 barrels daily, but by the addition of a few stills this can be doubled, as the main plant is constructed to a capacity of from 16,000 to 20,000 barrels daily.

SANTA FE COMPANY'S OPERATIONS.

The Santa Fe Oil Company (subsidiary to the Santa Fe Railway) will commence drilling on its recently acquired holdings in the Midway field. This corporation holds about 5,000 acres, purchased from Chanslor & Canfield, which is considered to be choice territory. The production is somewhat lighter than in most of the Kern County fields. It is believed that the Santa Fe will get its oil out of the district by making a working contract with one of the pipe line companies or by selling or exchanging its production with some other company that has fuel oil nearer the lines of the Santa Fe Railway.

CARGO OF KEROSENE FOR HAKODATE.

On August 28 the British ship "Arrow," chartered by the Standard Oil Company, cleared San Francisco for Hakodate with a cargo of 130,000 cases of kerosene oil valued at $93,900.

SOUTHERN PACIFIC DRILLING AT COALINGA.

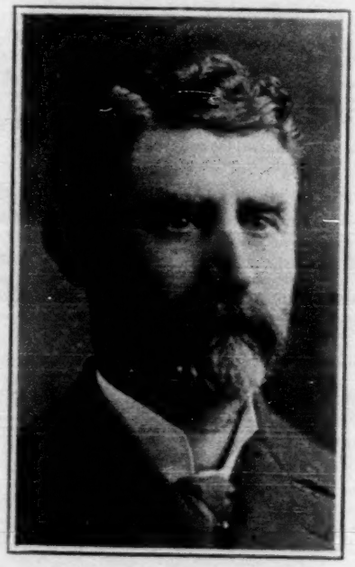
The Southern Pacific Railway Company is commencing to drill its lines in the Coalinga field. For some time this company has done little drilling here, although it has taken over several properties from lessors who failed to carry out their contracts. It is said that 40 drilling outfits have been ordered for Coalinga and that vigorous work will begin at once. It is presumed that the operations of the company will be carried on under the name of the Kern Trading & Oil Company, the operating company of the Southern Pacific Company. Much of the company's producing holdings is already held by this producing branch. Extensive drilling in this field may give the company an opportunity to use its 500,000 barrel reservoir, built three years ago, and into which not a drop of oil has yet been run. It is said that the company's activity is occasioned by the aggressiveness of other companies in drilling lines and is merely a protective policy on the part of a railway that needs the oil for daily use and can as well produce as it can purchase. The Southern Pacific Company has approximately 25,000 acres of prospective oil land in the Coalinga field, besides a tremendous acreage in the Kern County fields.

If interested in oil and asphalt proposition on railroaod, see ad. on page 14.

SKETCHED FROM A GLENN POOL DERRICK.

CAPTAIN C. H. HAMMETT.

Within the past sixty days Captain C. H. Hammett has made two important sales of Glenn pool property, one a 40-acre lease to the Producers Oil Company of Houston, Tex., for $105,000, and the other a 26 2-3 per cent royalty in the famous Crosbie lease to C. E. Barrett of Houston, Tex., for $160,000, making a total sum of $265,000. This represents only a little more than half the amount Captain Hammett will have taken out of his Glenn pool holdings when the terms of his recent sales are fully complied with. He made his first appearance in the Glenn field in May, 1906, investing a moderate sum in leases, so that he will have cleared up about a half million dollars in 15 months. Last January he leased to J. E. Crosbie the property in sections 8 and 9 on which Crosbie has obtained such heavy production, and according to the terms of the lease he received 40 per cent royalty, of which he sold some



CAPTAIN C. H. HAMMETT,
Who Has Cleaned Up a Fortune in the Glenn Pool.

time ago to the Gypsy Oil Company 13 1-3 per cent for $33,333.33; thus his interest in this royalty was cut down to 26 2-3 per cent, which, for some time before he sold it to Mr. Barrett, was paying him in the neighborhood of $20,000 a month.

Captain Hammett's method of doing business is typical of the general plan followed in the Glenn field, and by which it has been exploited. He has done all his work through companies. The government regulation of Indian oil lands makes it desirable to follow this plan. Captain Hammett's companies have been close corporations. It is only since 1904 that he has been in the oil business. Years ago he was a member of the real estate firm of Hammett & Davidson, of Kansas City, Mo., and carried on extensive operations in connection with the real estate firm of Hammett, Anderson & Wade, of St. Louis. B. F. Hammett, of the latter firm, is a brother of Captain Hammett, and some years ago moved to El Paso, Tex., where he was elected mayor several times and where he made a large fortune. Captain Hammett is a born speculator. He has been in almost everything in a business way, including banking, lead, zinc, gold and silver mining, cattle ranching, railroad building, etc. He assisted D. R. Francis in organizing the Mississippi Valley Trust Company, in St. Louis, and his mining operations have been on an extensive scale in the lead and zinc districts of Missouri and the silver and gold districts of Colorado and Nevada. It was in 1904 that he chanced to come into the Indian Territory and secured some leases at Alluwe, in the Cherokee Nation. He drilled the first well in that district and was Alluwe's pioneer producer. His operations there were very successful. He organized the Salt Creek Oil Company, the Marian Oil Company and the Superior Oil Company, all of which had extensive and profitable holdings. He built the railroad running from La Porte to Houston, in Texas, and another railroad in Mississippi. In all these extensive operations he has made and lost several fortunes. He is a game loser as well as an ardent winner. As illustrative of his unshaken nerve under trying circumstances, it is told of him that once while sitting at dinner with his family, he received a telegram announcing a loss that amounted to $150,000. He continued his dinner and no member of his family suspected from his demeanor that the telegram contained anything unusual. He sustained a still greater loss with the same good temper, when years ago he went to New York to close the sale to Jay Gould of a railroad he had built in Mississippi. The sale was to realize him about $3,000,000. The papers were ready for Gould's signature and he and Captain Hammett were in the magnate's private office alone. Just as Gould picked up a pen to sign his name and finally close the matter up, a messenger came in with a cablegram for him. It announced the failure of the Barings in London, one of the greatest financial houses in the world. Gould dropped his pen and told Captain Hammett he would have to take the matter up at a later time. Things had been completely upset by the failure of the Barings. Captain Hammett went back to St. Louis without his $3,000,000. There was a flood in the Mississippi River country. The water broke over levees in Mississippi and washed the railroad away, so that not a dollar was ever realized from it. Captain Hammett's taste is for real estate, and at times his land holdings have been enormous. At present he owns a large acreage within the city limits of Sapulpa and Muskogee, two of the most flourishing young cities in the Indian Territory. He is also owner of eighty acres of improved land within the limits of the City of Chicago. Just now he is in Chicago engaged on a big land deal in Wyoming and another in western Canada. He comes to Tulsa occasionally, but his business here is left almost entirely in the hands of his son, A. Miller Hammett. Captain Hammett is a bird of passage. His home is under his hat. He was born in the little town of Huntsville, Mo., and is proud of his native state.

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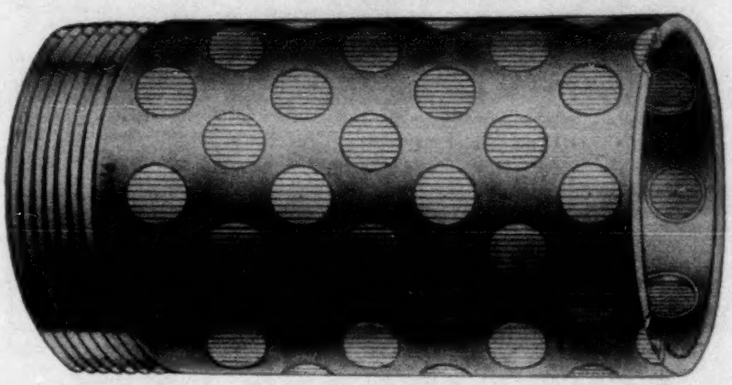

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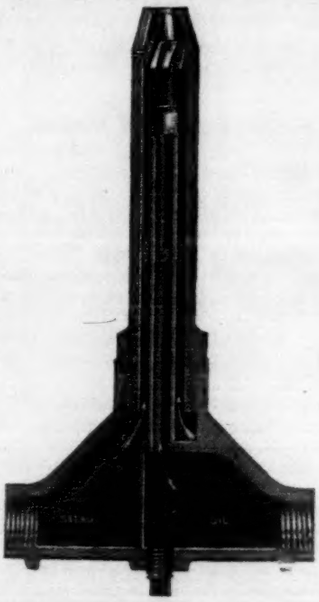

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AMERICA'S NEW FIELDS WILL SURPASS BAKU THIS YEAR.

According to figures published by the Petroleum World, London, the production of the Baku (Russia) field for the first half of the present year was 231,150,643 poods, as compared with 224,923,145 poods during the corresponding period last year. The production of the Baku district in June, 1907, is given as 39,498,138 poods, as compared with 38,164,000 poods in June, 1906. Reduced to barrels of 42 gallons, the production of the Baku field for the first six months of 1907 was 27,749,177 barrels, against 27,001,578 barrels during the first six months of 1906. The falling off in the output of the Baku district during the past three years, due to labor and political disturbances, has been very marked. The production of the Baku field, from 1900 to 1905 inclusive, is given in the report of the United States Geological Survey as follows: 1900, 72,120,493 barrels; 1901, 80,977,638 barrels; 1902, 76,414,045 barrels; 1903, 71,618,386 barrels; 1904, 73,723,290 barrels; 1905, 49,791,356 barrels. It was in the year 1905 that the troubles at Baku reached a climax. The production of Baku in 1906 has been stated unofficially as 53,553,421 barrels. The showing made during the first half of 1907 leads to the prediction that the output of Russia's great oil field this year will slightly exceed the 1906 production, and will hardly equal three-fourths of the quantity produced in the banner year, 1901.

The production of the mid-continent field—most of which is to be credited to Indian Territory—this year will exceed 40,000,000 barrels. Louisiana and Texas will produce something over 15,000,000 barrels in 1907. These figures give assurance that the oil fields of the Southwest in the United States will furnish more crude petroleum this year than the Baku district. From the Glenn pool alone the runs by pipe line companies and producers are averaging 2,500,000 barrels a month, while the gross runs from all well in the mid-continent region are in the neighborhood of 4,500,000 barrels a month. If production is maintained at this rate until the end of the year, the estimate of 40,000,000 barrels for the mid-continent region will fall 5,000,000 to 10,000,000 barrels short of the actual output.

The greatest production recorded in the Pennsylvania and New York fields was in 1891, when these States were credited with 33,009,236 barrels. Ohio's maximum was attained in 1896, with a production of 23,941,169 barrels; West Virginia's largest year was 1900, when that State produced 16,195,675 barrels. In the newer fields of California and the Gulf Coast (Texas and Louisiana) where the product is mainly of low gravity and suitable for fuel rather than refining, the output has been enormous at times during the past six years. California in 1905 produced 33,427,743 barels. Texas, during the same year, produced 28,136,189 barrels, and Louisiana 8,910,416 barrels, the combined output of the Texas and Louisiana fields—constituting the Gulf Coast region—being 37,046,605 barrels. All American records will be broken in 1907 by the Indian Territory, as a result of the development of the Glenn pool, which promises to produce more oil this year than has ever before been obtained in the same period from a single pool of light oil.

STATEMENT BY DIRECTORS OF THE STANDARD OIL COMPANY.

Directors of the Standard Oil Company last month issued to the employes and stockholders of the company a statement covering their side of the case in which the Standard Oil Company of Indiana was fined $29,240,000 by Judge Landis in the Federal Court at Chicago, following conviction by a jury on the charge that the company had received special concessions in rates on refined oil shipped from Whiting, Ind., to East St. Louis. Editorial comment by prominent newspapers, criticizing the action of Judge Landis, is reproduced in the pamphlet, as is the statement of President James A. Moffett of the Standard Oil Company of Indiana, which was issued on August 3—the same day that Judge Landis pronounced the fine. The statement of the Standard directors follows:

The directors of the Standard Oil Company, in printing this pamphlet, desire to emphasize for the half million of people directly interested in its welfare the assurance of the company's absolute innocence of wrongdoing in any of the prosecutions lately instituted against it in the Federal courts. Particularly is this so in the recent Chicago & Alton R. R. case, made notorious by the sensational fine of $29,240,000 imposed on the Standard Oil Company of Indiana.

It should be known as widely as possible that this is no case of rebate or discrimination, but simply of the legality of a freight rate. It should be known that the verdict was obtained by the Government upon the most hair-splitting technicality, aided by the rigorous exclusion of evidence that would have removed all presumption of guilt.

If the judgment in question be allowed to stand the company will be forced to pay $20,000 (that is, fifty times the value of the oil) for every carload carried over the Alton road during two years at an open 6 cent rate—a rate used over three competing railroads for from ten to fourteen years! The trial judge refused to allow proof that the 6 cent rate had been filed by the Chicago & Eastern Illinois, and was, therefore, a "legal rate." He refused to allow proof that linseed oil, for instance, was carried at 8 cents, and other bulk commodities as low as 5 cents. He insisted that 18 cents was the only legal rate for oil when no one had ever paid it, and when it was authoritatively sworn that it did not apply to oil.

The case has been taken on appeal to the higher courts, to which we must look for that calm judgment which will rescue the rights of the citizen from the field of public clamor and from the domain of vindictive politics.

So persistent and adroit has been the warfare waged with all the overpowering authority of the Federal Administration against the Standard Oil Company that it has been manifestly difficult to get a fair hearing before the public or in a large portion of the press, the latter, to its great harm, swayed alike by socialistic outcry from below and political from the domain of vindictive politics.

As proof of the latter it may be noted that in the President's message of May 4, 1906, attack was made on the Standard Oil Company for the purpose of forcing the passage of the bill remitting the duty on denatured alcohol—a measure in which the company was not interested. On May 17, 1906, the issue of Commissioner Garfield's report on petroleum transportation, a tissue of old misrepresentations, was timed to influence the Hepburn rate bill, then before Congress. On May 20, 1907, while Judge Landis had still under consideration the judgment in the Chicago & Alton case, Commissioner Smith's illogical and partisan report was made public. The Commissioner's second report on petroleum prices and profits—a wholly false deduction from incomplete facts—was sent in advance to the press for publication on August 5 in the knowledge that Judge Landis would pronounce judgment on August 3. Here surely is evidence of a combination influencing all sources of public opinion, disturbing the orderly dispensation of justice, sanctioning in advance and supporting when made the most sensational opinions and judgments hostile to the company.

What motive underlies the campaign of defamation need not here be discussed, but for all, friends and foes, it is reiterated that the Standard Oil Company is carrying on a widespread business of great moment to the prosperity of the American people, in absolute obedience to the soundest principles of business and to the spirit and letter of the law. Attacks upon it of the kind described are aimed at the nation's industrial and mercantile life.

It is encouraging, amid the fury of the hour, which assails so many corporations, all organized industry and all wealth, to know that scores of editors through the country, on examination of the facts, have forcibly and clearly expressed their opinion that the greatest wrong has been done to the Standard Oil Company. Following their example, it is sincerely hoped that editors who have passed hasty judgment on the company will also examine the facts and reach just conclusions. That our friends may know more fully how the truly independent are upholding right and honesty, a few editorial comments are appended, following Mr. Moffett's public statement on the Alton case. Each one of the articles and extracts will repay reading.

ILLINOIS RULING ON TAXATION OF OIL LAND.

Attorney General Stead of Illinois has given an opinion to the effect that in taxing leases on oil land the leasehold is taxable to the oil company while the land is to be assessed as if no oil or gas existed upon it. The Illinois attorney general holds that the lease effects a severance of the mineral from the remainder of the land, and that the two estates should be assessed separately for taxation, the assessment of the land by its governmental description in the name of one as owner and of the mineral right in the same tract in the name of another as owner.

WHEELING CLUB NOTES.

R. Lee Flowers of the Security Oil Company is now fully qualified to become a member of Paul Gage's wheeling club. The boy weighs nine pounds. As the country editor would put it, the entire family is doing well.

There are more fat babies in Beaumont than in any other city of its size in the world. This southeast Texas climate certainly is wonderful. If you don't believe it come down and try it yourself.

The Union Oil Company's tank steamer Santa Maria left San Francisco on August 14 for Port Harford to load her first cargo of oil at the docks of the Union Oil Company. Some trouble occurred in the boiler room, and the big vessel narrowly escaped going on the rocks at Fort Point, where the Alameda was wrecked some time ago. The Santa Maria is one of the new steamers secured by the Union Oil Company to operate in connection with that company's pipe line across the Isthmus of Panama.

Salt water is appearing in such quantities in the Berekei district of the Baku region in Russia that producers are seriously considering the proposition to suspend operations until effective measures can be adopted to control the water.

RAIL SHIPMENTS OF GLENN CRUDE TO TEXAS IN AUGUST.

	Bbble.
Prairie O. & G. Co., from Jenks	200,000
Prairie O. & G. Co., from Keifer	75,000
Gulf Pipe Line Co., from Keifer	100,000
The Texas Co., from Lefebre	45,000
Heywood Oil Company, from Heywood	32,000
Total	452,000
Daily average	14,581
Rail shipments in July	416,100
Daily average	13,422

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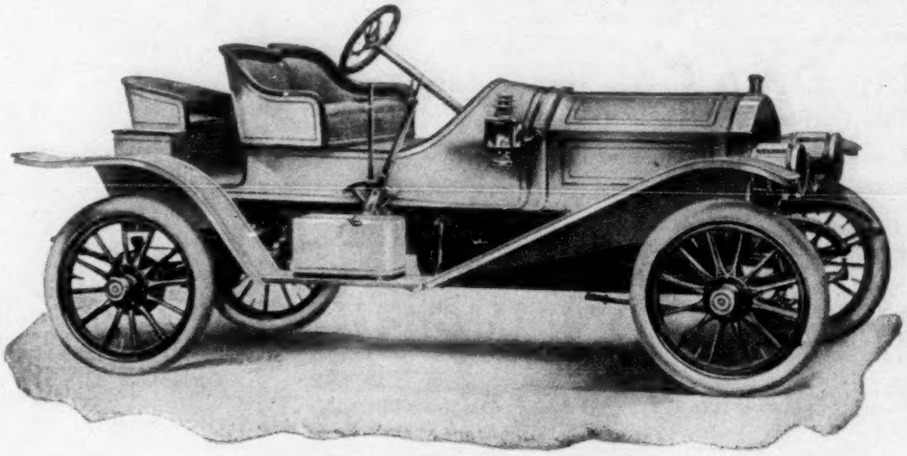

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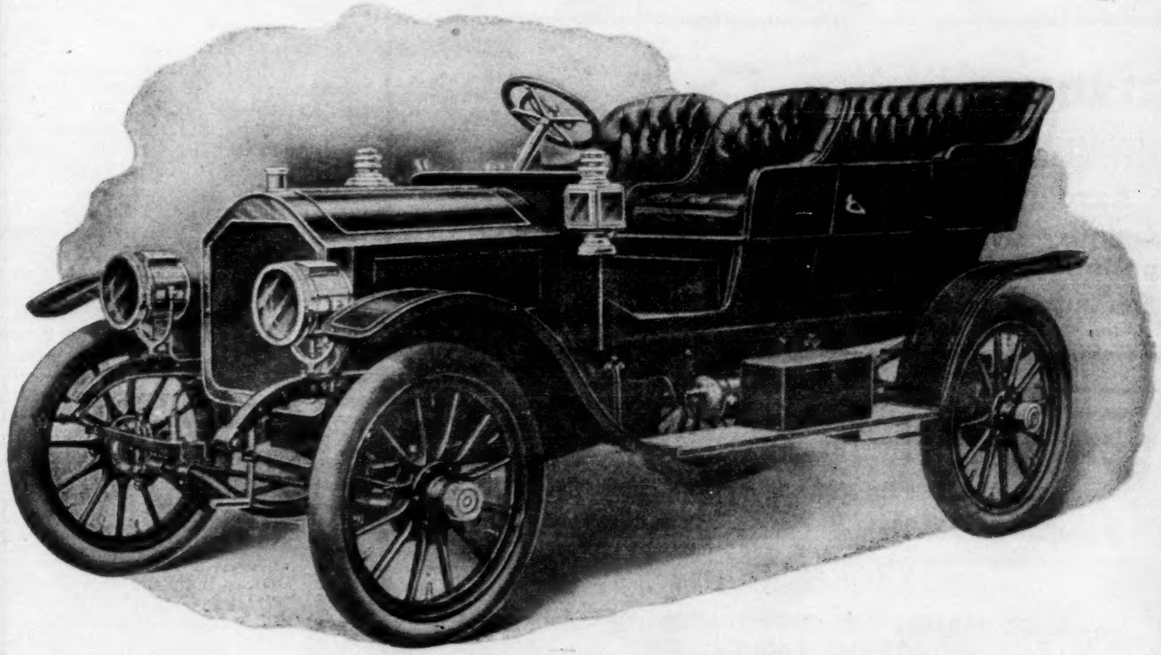

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THE PANAMA PIPE LINE AND THE CALIFORNIA OIL MARKET.

Reports as to the operation of the pipe line across the Isthmus of Panama are meager, but it appears that no regular shipments are being made through it. This line was projected by the Union Oil Company of California at a time when prices on the Pacific coast were at a low level. Its purpose, primarily, was to afford an outlet for California crude to the markets of the world. In return for the privilege of laying the line across the Canal zone the Union Company agreed to furnish fuel oil for use on the Panama railroad and construction work at 90 cents a barrel, delivered at any point along the line. It has been stated that the requirements of the government on the Isthmus will be 3,000 barrels daily. The transportation of this quantity of oil a distance of over 3,000 miles from California to Panama would keep a good-sized fleet of tank steamers busy.

Coincident with the construction of the Panama pipe line the California oil market began to advance, and prices soon doubled, contracts for a year's supply being made at various important points of consumption at $1 a barrel, delivered, as compared with 35 to 50 cents in 1905 and 1906. Now that the home market has reached a satisfactory level, the Union Oil Company is probably content to go after its share of the local business instead of transporting oil 3,000 miles to the Isthmus by steamer. A part of the Union Company's original scheme was to deliver crude to refineries and fuel consumers on the Atlantic coast and in Europe. The transportation of California oil by vessel to Panama, then through the pipe line to the Atlantic side and again by vessel to the points of delivery on the coast and in foreign countries looked good so long as the California market was low. Now that the market has advanced so sharply the Panama proposition will hardly bear pushing—and, from all appearances, it is not being pushed. The delay starting shipments on a considerable scale by way of the Isthmus is ascribed to the difficulty in getting tank steamers on the Atlantic side into commission. However, steamers or no steamers, it looks very much as if the Union people will be satisfied to do a very moderate business through the Panama line so long as the California market is on a satisfactory basis, and there now seems little prospect of crude from the Pacific coast coming into competition on the Atlantic coast with oil produced east of the Rockies. The flood of production from the Indian Territory field, where the output has been trebled in eighteen months, is also a factor in the situation, making the sale of California oil on the eastern seaboard more difficult.

In explanation of the advance in the California market which has occurred since the Panama project was undertaken and completed, it is intimated in the western press that certain competitors of the Union Oil Company purposely brought about the raise in prices in order to head off the Panama business. Be this as it may, it is probable that the Union Oil Company is just as well satisfied to do business at the old stand, rather than transport its product

7,000 or 8,000 miles in search of a new market. It is also probable that the Union Company will regard the Panama line as a good investment, whether or not it be much used in the near future, for its officers doubtless reason that it was through the construction of this line that the greatly desired betterment of conditions in the California market was brought about.

A NOTE FROM COL. J. M. SHAW.

About the middle of August a person signing himself "Umbriel" sent several communications to the Beaumont daily papers, predicting that on the morning of August 25, between the hours of 4 and 8, the city of Beaumont would be wiped off the map. The publication of the letters caused much uneasiness to those inclined to be superstitious, and it was reported that two families near Spindletop had built storm cellars, hoping by this means to escape destruction. August 25 proved a clear and beautiful day, thoroughly discrediting "Umbriel's" prophetic powers.

The foregoing is necessary to a full understanding and appreciation of a letter, received by the Oil Investors' Journal several days before the big catastrophe was scheduled to come off, from one of its oldest and most respectable friends, Colonel J. M. Shaw, of Houston, Tex. We have had the extreme pleasure of Colonel Shaw's acquaintance since the early days, when the Journal was printed on a hand press and furnished to subscribers for the insignificant sum of one dollar per annum. It requires two modern presses to print an issue of the paper now, and that is one of the reasons why we have been compelled to raise the rate to $2.40 a year. We raised Colonel Shaw along with the countless thousands of other constant readers and old subscribers—and he never whimpered. For this reason we knew him to be game, and we counted him always in the category of our "yours-'till-death" friends. Strange to say, however, one of his greatest charms remained unrevealed to us until this late day: Colonel Shaw has a large bump of humor. We will proceed to prove this assertion by giving, verbatim, a letter which he addressed to us on August 22, and which we received the next day. It is all his own—even that portion which he credits to us:

Houston, Texas, August 22, 1907.

Editor Oil Investors' Journal,
Beaumont, Texas.

My Dear Friend: Your letter received today without, date, which reads as follows:

"Not much time left—just one minute. The astronomers tell us that a monster comet is heading for the earth with the speed of an express train; only a few days remain in which to pay for subscription to the Journal. (We don't want to have to trot all over hell to find you.)"

We beg to acknowledge that we are in arrears to your valuable Journal and can not do without the "dope." We are so thoroughly inoculated from constant use that we must continue to take your Journal in our business.

I realize your condition and will do anything to prolong your personal life and that of the Journal, so please advise me how much is needed (don't quote figures from Judge Landis' records, but from your own) to square me up and keep you from trotting all over hell looking for me.

I have been in Beaumont several times to see you and have a personal chat and take on such "dope" that was fresh. I was in to see you on the 20th and learned that you were out of the city by new conveyance—in your new automobile, heading again for Hades and collecting subscriptions.

I must say I was very much disappointed, for I was in a position to act the Good Samaritan and relieve your wants and extend my name on your subcription list.

Whenever in Houston please call and see us. We can interest you. Mr. Kennedy and myself are now representatives for a combination life policy. It is automatic and has sliding features and comes under the Robinson insurance bill. It covers auto accidents and has some other good features. It protects people in trusts and other combinations. The feature of our policy is the absence of tangible assets whereby the powers of Roosevelt, State Comptroller or County Collector can reach you. It is also exempt from State and Federal injunctions and estops collection of British claims and judgments. There is nothing that the Willacy and Love bills can reach. It heads off high license under the McGregor and Baskin bills, and no ruling can be made by State Railroad Commissioners Colquitt and Mayfield to vitiate the clause granting privileges of free passes to all points.

Should you take out a policy we will accept your slow note without interest for the first premium, note to be paid without discount upon return from your collecting tour.

Yours truly,
JAMES M. SHAW.

N. B.—In justice to Colonel Shaw we will add that he has paid his subscription in full.

If you have a vote in Beaumont, cast it on September 10 for the commission form of government.

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